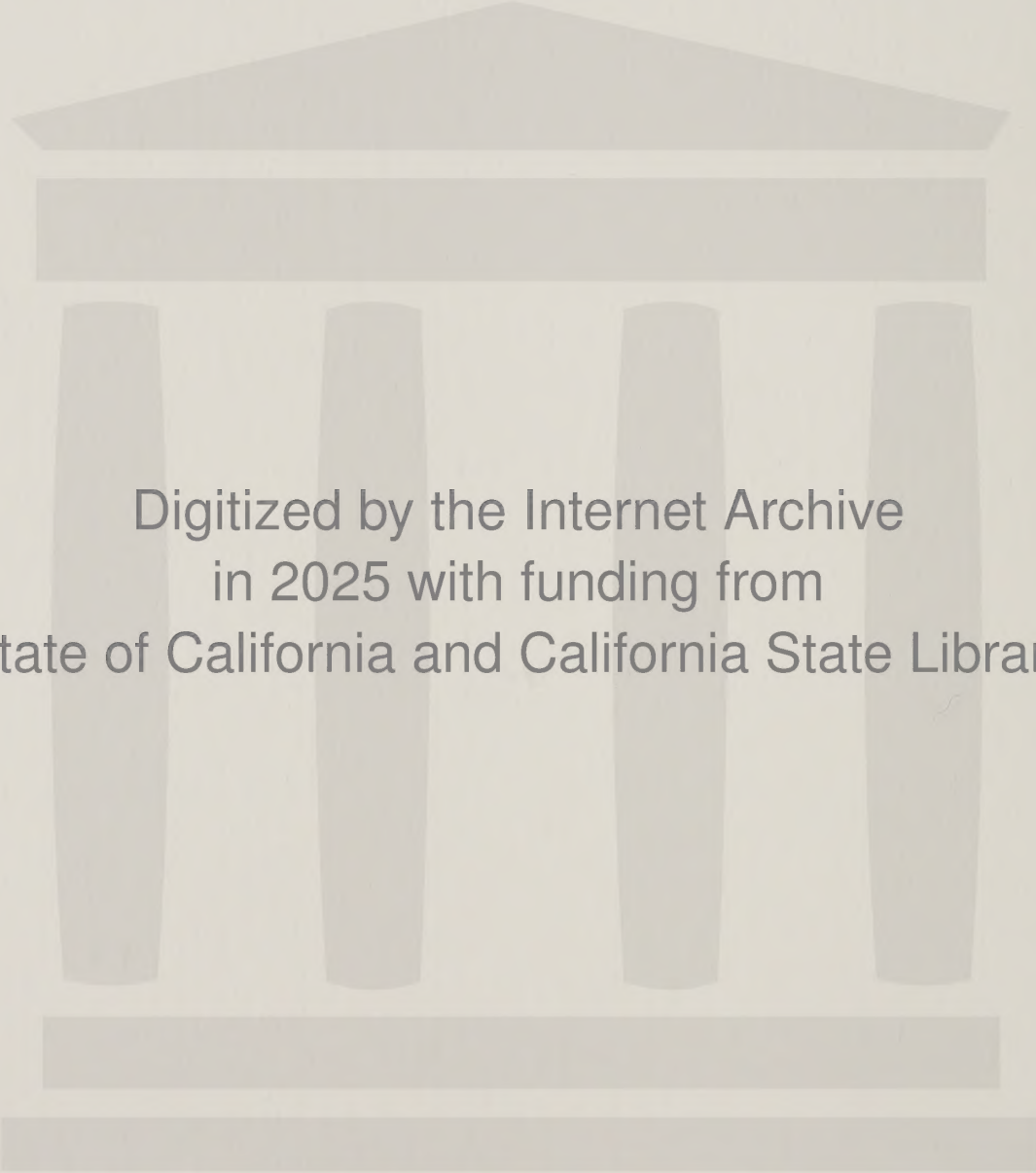


General Plan



City of Monterey



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preface

This effort to develop a completely revised general plan for the City of Monterey officially began in September 1980.

One of the first steps was the appointment by the City Council of a General Plan Advisory Committee to work with city staff and consultants in drafting this plan. This advisory committee was made up of representatives of the City Planning Commission and organizations representing a cross section of community interests and values. This committee was chaired by Kip Hudson, Chairman of the Planning Commission. The other members of the committee and the organizations they represented were:

1. Phil Anastasia, Planning Commissioner
2. Bob Jacoubowsky, Planning Commissioner
3. Don Boston, Hotel and Restaurant Associations
4. John Christ, Monterey Peninsula Unified School District
5. Bill Denholm, Sierra Club
6. Marjorie Green, Monterey Civic Club
7. Marvin Guillermo, American Institute of Architects
8. Tamara Harris, League of Women Voters
9. Nick Lombardo, Monterey Peninsula Chamber of Commerce
10. Clarke McCarty, Builder's Exchange
11. Larry Parent, Board of Realtors
12. Carol Todd, Monterey History and Art Association

A number of consultants were involved in helping draft the various elements of the General Plan. These were:

Element	Consultant	Firm
Urban Design	Will Shaw-Russ Haisley	Will Shaw Associates; and Hall, Goodhue, Haisley and Barker
Environmental Resource Management	Mike Groves	Environmental Management Consultants
Economic	Dick Recht	Recht-Hausrath Associates
EIR	Stephanie Strelow	Environmental Management Consultants

city council

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Gerald Fry — Mayor

Daniel Albert
Alvin Andrus

Richard Hughett
Clyde Roberson

b. During Approval Phase of General Plan

Clyde Roberson — Mayor

Daniel Albert
Theresa Ann Canepa

Richard Hughett
Ruth Vreeland

city manager

John Dunn

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a. During Preparation Phase of General Plan

Kip Hudson — Chairman

Phil Anatasia
Boris Jacoubowsky
Robert Kelly

George Kodama
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INTRODUCTION

I.

INTRODUCTION

- a. WHAT IS A GENERAL PLAN?
- b. ORGANIZATION OF THE GENERAL PLAN
- c. THE PLANNING AREA
- d. AREA PLANS

a. What is a General Plan?

1. State Requirements

In California, state law requires that each city and county adopt a comprehensive, long-term, general plan for the physical development of the area under its jurisdiction. This general plan must include nine subject areas, or elements, which together compose an integrated set of goals, policies and action programs. These subject areas are: land use, circulation (transportation), housing, conservation, open space, seismic safety, safety (community disaster), noise, and scenic highway.

Regardless of whether a city is revising its entire general plan or amending only part, it must follow certain requirements.

- a. **Every new element or addition to the General Plan must be consistent with the other adopted elements.** The future population estimates, for example, must be consistent in each element of the General Plan.
- b. **A general plan must cover all territory within its jurisdiction and any lands outside which relate to its planning effort.** The city's planning area is defined in more detail in following sections.
- c. **A general plan must be long-term.** It must project future conditions and needs and the impacts of city policies in the General Plan. Both intermediate (5 to 10 years) and long-range (10 to 20 years) projections are used in this plan. These projections should be updated as often as necessary to keep them current.
- d. **A general plan must include extensive citizen participation.** The Monterey General Plan was drafted with the assistance of a citizens advisory group representing a wide cross-section of various community groups interested in the future development of the city. This advisory group met once or twice monthly over the three-year period of preparation of the draft plan.
- e. **A general plan must be prepared and implemented in close cooperation with other public agencies.** The City has been fortunate in that most Monterey Peninsula cities and the county have been revising all or major parts of their general plans during the past two years. This has facilitated the interchange of ideas and projections on the future growth of the region.
- f. **A general plan must meet the requirements of the California Environmental Quality Act (CEQA).** An environmental impact report on this plan has been prepared by a private consulting firm. It is a separate document but considered a part of the General Plan.

In addition to the city limits and proposed sphere-of-influence boundary, the city's planning area includes:

1. Land within the City of Pacific Grove between Holman Highway (Highway 68) and the Monterey city limits;
2. Laguna Grande-Roberts Lake area between Canyon Del Rey and the Monterey city limits;
3. Land within the City of Del Rey Oaks that is either part of the Ryan Ranch or between Canyon Del Rey and the Monterey city limits;
4. Monterey Peninsula Airport (unincorporated area);
5. Laguna Seca County Park (unincorporated area);
6. Hidden Hills North (unincorporated area); and
7. Jacks Peak County Park (unincorporated area).

d. Area Plans

As a part of the General Plan process, state law also allows a city to prepare area or neighborhood plans. These area plans should be adopted as part of the General Plan in the same manner as elements. They translate the general, citywide goals, policies, programs and land use recommendations into more specific recommendations for particular areas of the city.

Area plans shall be used in determining zoning and subdivision consistency with the General Plan when considering individual development proposals. ,

Area and neighborhood plans should be reviewed annually and updated as appropriate to reflect current desires of the neighborhood and city policies.

To date, nine city plans have been adopted or are being prepared:

1. Del Monte Grove Neighborhood Plan
2. New Monterey Neighborhood Plan
3. Cannery Row Local Coastal Plan
4. Del Monte Beach Local Coastal Plan (in progress)
5. Harbor Local Coastal Plan (in progress)
6. Skyline Forest Local Coastal Plan
7. Downtown Plan (in progress)
8. Highway 68 Area Plan (in progress)
9. Roberts Lake — Laguna Grande Local Coastal Plan

The following area plans should be prepared and adopted in the near future:

1. Casanova Oak Knoll Neighborhood Plan
2. Old Town Neighborhood Plan
3. Oak Grove Neighborhood Plan
4. New Monterey Commercial Area Plan

INTERRELATIONSHIPS BETWEEN GENERAL PLAN ELEMENTS

This General Plan is divided into nine topic areas called elements. These nine elements address major issues such as housing, transportation and land use. These elements should not be viewed in isolation, but as interrelated with the other elements in the Plan. For example, housing issues are directly related to economic conditions, the adequacy of land, public facilities, geological hazards, etc.

The degree of relationships between elements varies considerably. Elements such as Housing and Land Use are closely related, whereas the Environmental Resource Management and Social Elements have only minor relationships. The chart below attempts to visually describe the range of these relationships.

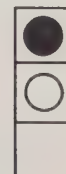
GENERAL PLAN ELEMENTS	URBAN DESIGN OVERVIEW	ENVIRONMENTAL RESOURCE MANAGEMENT	HISTORIC PRESERVATION	HOUSING	PUBLIC FACILITIES	ECONOMIC	SOCIAL	TRANSPORTATION	LAND USE
URBAN DESIGN OVERVIEW	●	●	○	●	○			●	●
ENVIRONMENTAL RESOURCE MANAGEMENT	●	●		●	○			●	●
HISTORIC PRESERVATION	○		●	○				○	●
HOUSING	●	●	○	●	●	●	●	●	●
PUBLIC FACILITIES	○	○		●	●	○	○	●	●
ECONOMIC				●	○	●	●	○	○
SOCIAL				●	○	●	●	○	○
TRANSPORTATION	●	●	○	●	●	○	○	●	●
LAND USE	●	●	●	●	●	○	○	●	●

INTERRELATIONSHIPS BETWEEN GENERAL PLAN ELEMENTS

MAJOR RELATIONSHIP

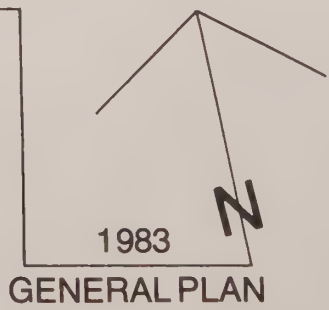
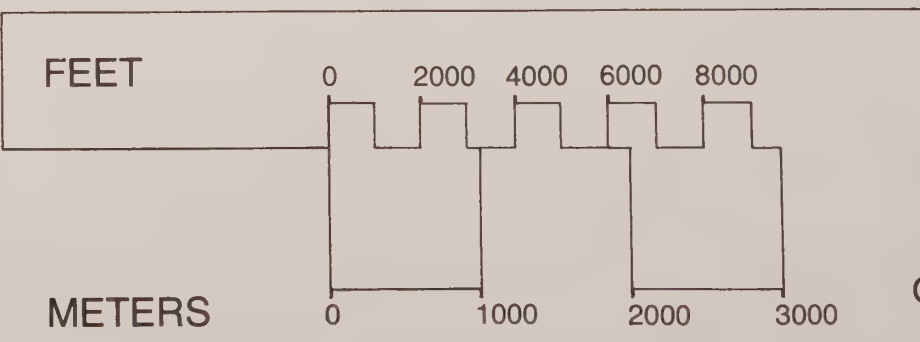
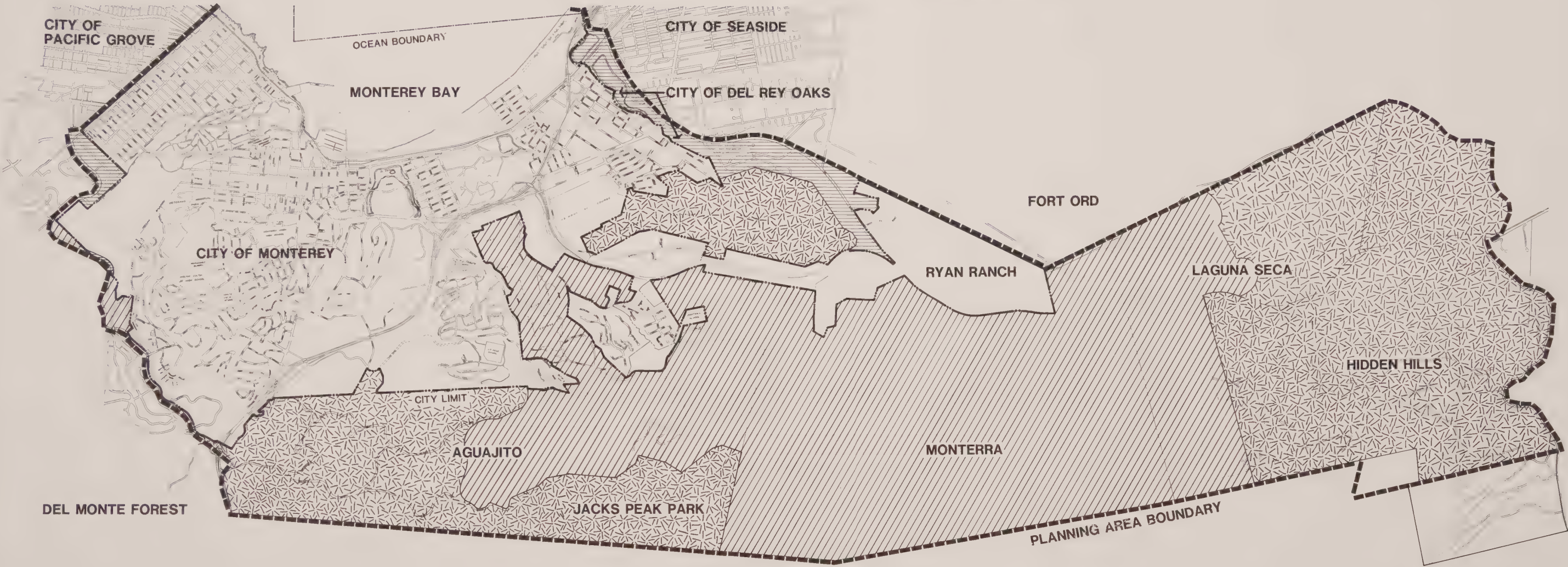
MODERATE RELATIONSHIP

MINOR RELATIONSHIP



LEGEND

- - PLANNING AREA BOUNDARY
- ▨ - SPHERE OF INFLUENCE BOUNDARY (PROPOSED)
- - MONTEREY CITY LIMITS
- ▩ - UNINCORPORATED AREA
- ▧ - INCORPORATED AREA WITHIN OTHER CITIES



1983
GENERAL PLAN

The Planning Area

CITY OF
MONTEREY
CALIFORNIA
COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. 1

CITY PLANNING ISSUES

II.

CITY PLANNING ISSUES

- a. GROWTH
- b. EMPLOYMENT
- c. RESOURCE LIMITS
- d. TRANSPORTATION COSTS
- e. HOUSING

This section is a summary of the major city planning issues addressed in the General Plan. More specific issues related to overall city concerns are discussed in the various elements of this plan.

a. Growth

City population projections show growth taking place gradually within the existing city limits over the next 20 years. The growth rate from 1970 to 1980 of around one-half of one percent per year is expected to continue.

In contrast to the relatively slow growth of our resident population over the past 10 years, our visitor population has been growing dramatically. For example, the number of visitor days on the Monterey Peninsula grew from over 6 million in 1970 to over 10 million by 1980, and is projected to reach 17 million by 1990.

Another area of future population growth is the area east of the present city limits along the Monterey/Salinas Highway. The city's General Plan element for that area (Monterey II) was repealed in a voter initiative election in February 1982. That plan had recommended the development of over 6,000 homes for 14,000 people and 1½ million square feet of commercial development during the next 20 to 25 years. This area is now labeled Study Area in the General Plan. A new area plan is being prepared, and will be incorporated into the General Plan when completed and approved by the voters.

b. Employment

The City of Monterey is not an isolated, self-sufficient community. It is a major employment center for the Peninsula. The city has approximately 25% of the Peninsula's population, 40% of both the Peninsula's jobs and taxable sales, and 60% of the hotel/motel rooms.

In 1981, 23,800 people were employed within the city. Only about half of these are City of Monterey residents. Indeed, almost as many people are employed in Monterey as there are residents. Employment within the city limits is expected to grow by another 15,000 by the year 2000, due largely to projected growth in the visitor industry and industrial development of the Ryan Ranch.

c. Resource Limits

Considering residents, visitors, and employees, the daytime population of the city is estimated to be between 46,000 to 50,000. The resident population is approximately 29,000. The level of present and future public facilities, then, must be based on not only the number of residents in the city, but also on the visitors and employees who place demands on limited street, water, sewer, and recreation facilities. (Some of our streets operate at or over their theoretical capacity, our water supply is limited and was rationed during the 1977-78 drought, and individual plants in our regional sewer system are either approaching or at capacity.)

d. Transportation Costs

Our streets are becoming more congested at a time when state transportation funds are being cut back. Even with the state gasoline tax increase from 7 to 9 cents a gallon, state and local agencies will not be able to keep up with inflationary increases in construction and maintenance costs. Inflation means, for example, the gas tax dollars received today for street improvements buy less than one-third of what they did 8 years ago.

Inflation has also increased the cost of road construction. New roadway construction is highly energy intensive with its heavy equipment and petroleum-based products.

Public transit is often suggested as the way to reduce transportation costs. Local transit buses, however, carry only a small percentage of the public. Any significant change in this percentage would require a major shift in travel preferences and transportation funding. Even though the state has been making an effort to place more emphasis on the development and use of public transit, less than 10% of its budget is allocated to transit. Public transit is also facing drastically reduced federal subsidies. And costs of other transit services (such as the subsidized program for the frail elderly and handicapped) are increasing drastically. This means more competition for funds between transit services.

e. Housing

Since the mid-1970s the most crucial local housing issues have been a shortage of supply and rapidly increasing prices.

Major causes include the shortage of developable land and high construction costs. Investors in housing developments have also decreased, especially since the tight mortgage money era began. Government regulations, limited expansion capabilities for public utilities, and the shortage of capital have also contributed. Thus continuing high demand and a limited supply of housing mean prices and rents keep escalating.

Housing condition is also an issue. Existing housing is frequently over 30 years old. Deferred maintenance and normal wear and tear have generated a growing need for housing rehabilitation. Over 300 homes in Monterey presently need major repairs in order to meet community housing standards. Many more have unseen problems of deterioration.

Monterey's housing situation does not exist in a vacuum. Monterey provides only 25% of the Peninsula's housing supply and only 13% of the county's supply. Neighboring communities contribute 44% of the housing for persons employed in Monterey. Our city also provides housing for persons who work elsewhere. So, this cross-commuting means a regional housing market.

As employment in the military, tourist, retail and government sectors grows in Monterey, more low, moderate and middle-income housing will be needed.

GENERAL PLAN ELEMENTS

III.

GENERAL PLAN ELEMENTS

- A. URBAN DESIGN OVERVIEW
- B. ENVIRONMENTAL RESOURCE MANAGEMENT
- C. HISTORIC PRESERVATION
- D. HOUSING
- E. PUBLIC FACILITIES
- F. ECONOMIC
- G. SOCIAL
- H. TRANSPORTATION
- I. LAND USE

Urban Design Overview

A.

Urban Design Overview

1. INTRODUCTION
2. BROAD GOALS AND POLICIES
3. GOALS AND POLICIES FOR SPECIFIC AREAS
4. OPPORTUNITIES FOR FUTURE OR ALTERNATE USES

1.

INTRODUCTION

a.

The Scenic Setting

The renowned scenic environment of Monterey and the Peninsula stems from its two dominant features: the coastline and the central ridge of wooded hills. The preservation of these two features is imperative if the scenic character of the Peninsula is to be maintained.

The wooded ridgeline runs through the heart of the Peninsula, separating Monterey from Del Monte Forest, Carmel, and Carmel Valley. This ridgeline terminates in a hill covered with pines at the top of the Presidio. Numerous fingers of open space extend outward from this ridge to the sea, helping to define the Peninsula communities.

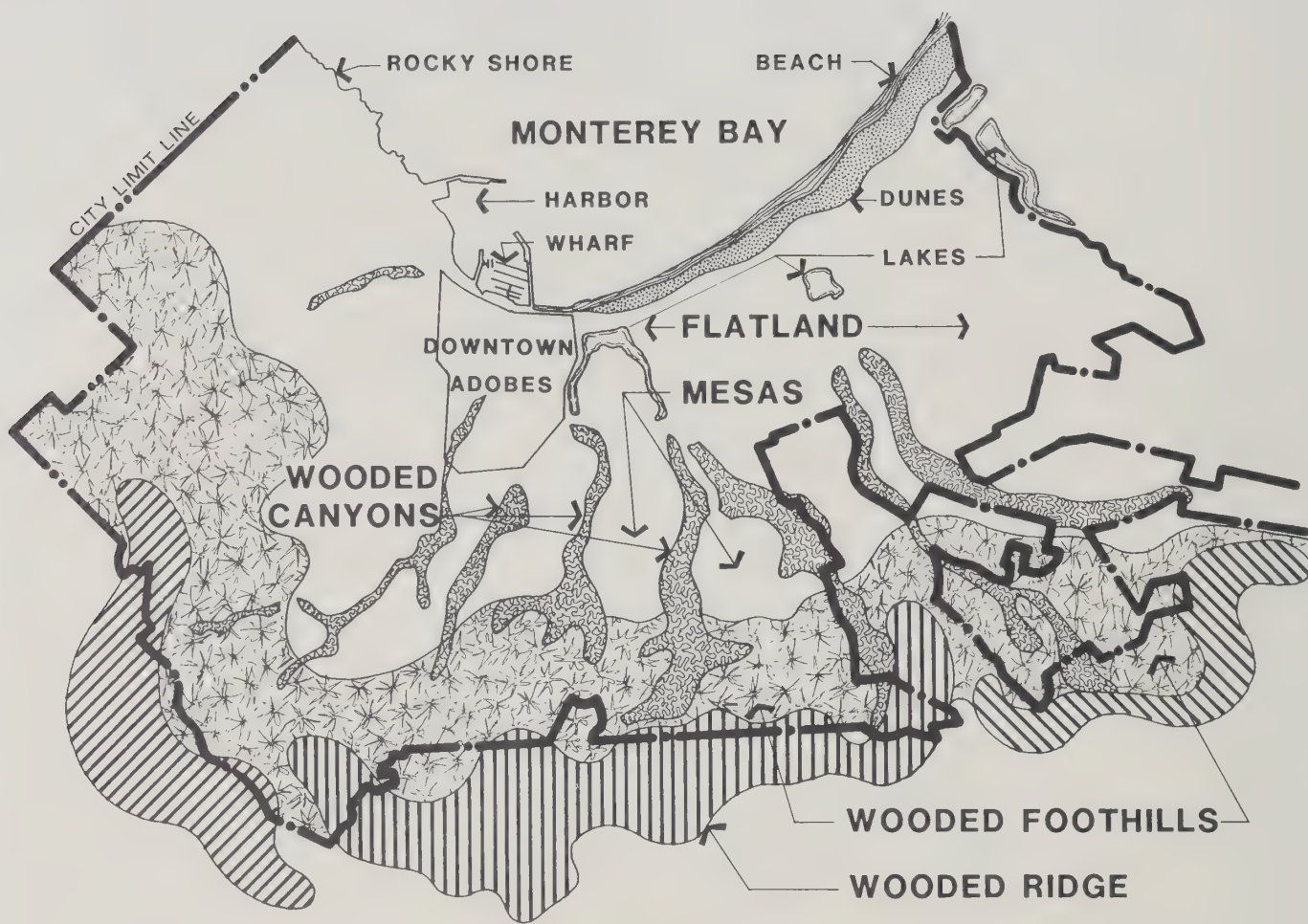
The City of Monterey is bounded on the south by this pine-covered ridgeline and to the north by the crescent-shaped southerly end of Monterey Bay. The series of wooded canyons which radiate from the ridge to the bay are separated by a series of mesas. Each mesa is isolated from the others, allowing the natural separation of various types of land uses. The Monterey Peninsula Airport is located on the most easterly mesa. On the next mesa to the west are the Josselyn Canyon and Fisherman's Flats residential subdivisions. Next is the Del Monte Golf Course. Isolated by canyon and wooded areas to the west is the higher-density Navy housing development called La Mesa Village. Monterey Peninsula College is next on its own mesa. Alta Mesa is an adjacent residential area bordered by two wooded greenbelts. The same pattern runs through Monte Vista and Monte Regio to the Presidio, although this part of the city has been developed more homogeneously into single family homes.

Many of the canyons act as the circulation links serving the mesas. Highway 68, Josselyn Canyon Road, Aguajito Road, Iris Canyon Drive, and Pacific Street all run through canyons and connect with Fremont Street. Two of these canyons are already city parks. The beauty of Highway 68 stems from its location in a wooded canyon. These roads thus serve the mesas as wooded, park-like drives, and provide visually and environmentally pleasing open space within the city.

b.

Area of Emphasis

The area of emphasis in this plan is the land within the existing city limits of the City of Monterey. It focuses on the type of community Monterey is today, and includes broad goals, policies and opportunities for safeguarding and enhancing Monterey's unique environment. This element is meant to serve as an introduction to Monterey in the General Plan, and as an overall physical design framework for the other, more detailed elements in the plan.



Monterey-A Special Place

C. Monterey Urban Design Overview

The goals and resultant policies included in this overview were developed to guide future urban design decisions. They focus on preserving and enhancing Monterey's aesthetic environment, and were developed around two central concepts: Monterey's special physical setting and its image as a town.

Monterey growth, taking the line of least resistance, has responded to these physical features: Downtown commercial on the flatter old marsh area, lighter commercial and medium-density residential on the sloping mesas, neighborhoods separated by the wooden canyons, and low-density residential in the steep wooded foothills.

d. A Special Physical Setting

The interest and visual appeal of Monterey springs from a unique physical form.

The elements of this form consist of a **steep, forested ridge** falling to **forested foothills** that circle a third of the community. Below the foothills lie **mesas** transected by **steep, forested canyons**. The mesas give way to a flatter **plain**, containing small lakes, and remnants of a previous marsh. They focus on the **shoreline** and Monterey Bay. Thus we have a community physically and visually contained by the ocean and forested ridges.

e. Town Image

Monterey's image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty.

2.

BROAD GOALS AND POLICIES

In general, these focus on safeguarding the important natural and historic features which make Monterey a special place.

a. Wooded Skyline and Foothills

The pine and oak-covered ridge and foothills are perceived as part of Monterey. Although portions are beyond the city limits, these important visual elements are within the city's area of concern. The continuity of Monterey's forested backdrop should remain intact.

Policy 1 The visual skyline and foothills beyond the city limits should be under the city's control. One method of achieving this would be annexation.

Policy 2 The ridge area is suitable only for the lowest-density housing development. Development in the ridge areas should not silhouette against the skyline.

Policy 3 Existing denuded areas should be reforested where feasible.

Policy 4 Foothill areas can be preserved by allowing low-density development, or cluster development with open space.

Policy 5 Development in forested areas should not create obvious holes in the forest.

b. Wooded Canyons

Most of our neighborhoods sit on various gently sloping mesas, and are defined by and insulated from other neighborhoods by wooded canyons. These canyons are wonderful natural barriers which limit neighborhood size and allow maximum diversity between neighborhoods. In many cases they also are the location of scenic roads. The interconnecting system which links the wooden canyons together is vital to the natural drainage and wildlife habitat.

Policy 6 Respect the canyons. Keep them and their vegetation intact throughout their length.

Policy 7 Integrate Hartnell Gulch into the community with a pedestrian path.

C. Scenic Auto Entrances

All major roads leading to Monterey are scenic corridors. The setting of each varies, and their sum imparts a strong and lasting impression of natural beauty. These scenic gateways, which everyone experiences both upon arriving and leaving town, should be protected and enhanced. The missing links should be filled in and the scenic edges should be extended to natural boundaries where possible, and unnecessary man-made visual barriers should be removed. Elements which detract from the natural setting (such as utility lines and large signs) should be eliminated or screened. In natural settings, road reflectors should be avoided when not in conflict with safety standards. (See also the Scenic Highways section of the Environmental Resource Management Element.)

Highway 1

Policy 8 Maintain existing vistas of city, bay and dunes.

Policy 9 Discourage commercial signing which is oriented to freeways.

Policy 10 Screen industrial elements.

Policy 11 Maintain or reinforce native landscaping, with low-level planting in the median.

Highway 68

Policy 12 Reverse the visual degradation of scenic forests.

Policy 13 Avoid further illumination along Del Monte Research Park.

Policy 14 Screen buildings close to the Highway with native vegetation, using Monterey pines and cypress.

Policy 15 Maintain the scenic corridor.

Munras Avenue

Policy 16 Introduce native trees on the motel side of the street to be more compatible with Don Dahvee Park.

Del Monte Avenue

Policy 17 Enhance the excellent scenic value in the central portion by the Naval Postgraduate School, and make its presence more evident to the public (see also Policy 55).

Policy 18 Enhance both ends by filling in missing landscaping and eliminating clutter of signs, wires, poles, etc.

Aguajito, Jacks Peak, and Monholand roads

Policy 19 Maintain a low-speed scenic road, and retain the informal and natural quality.

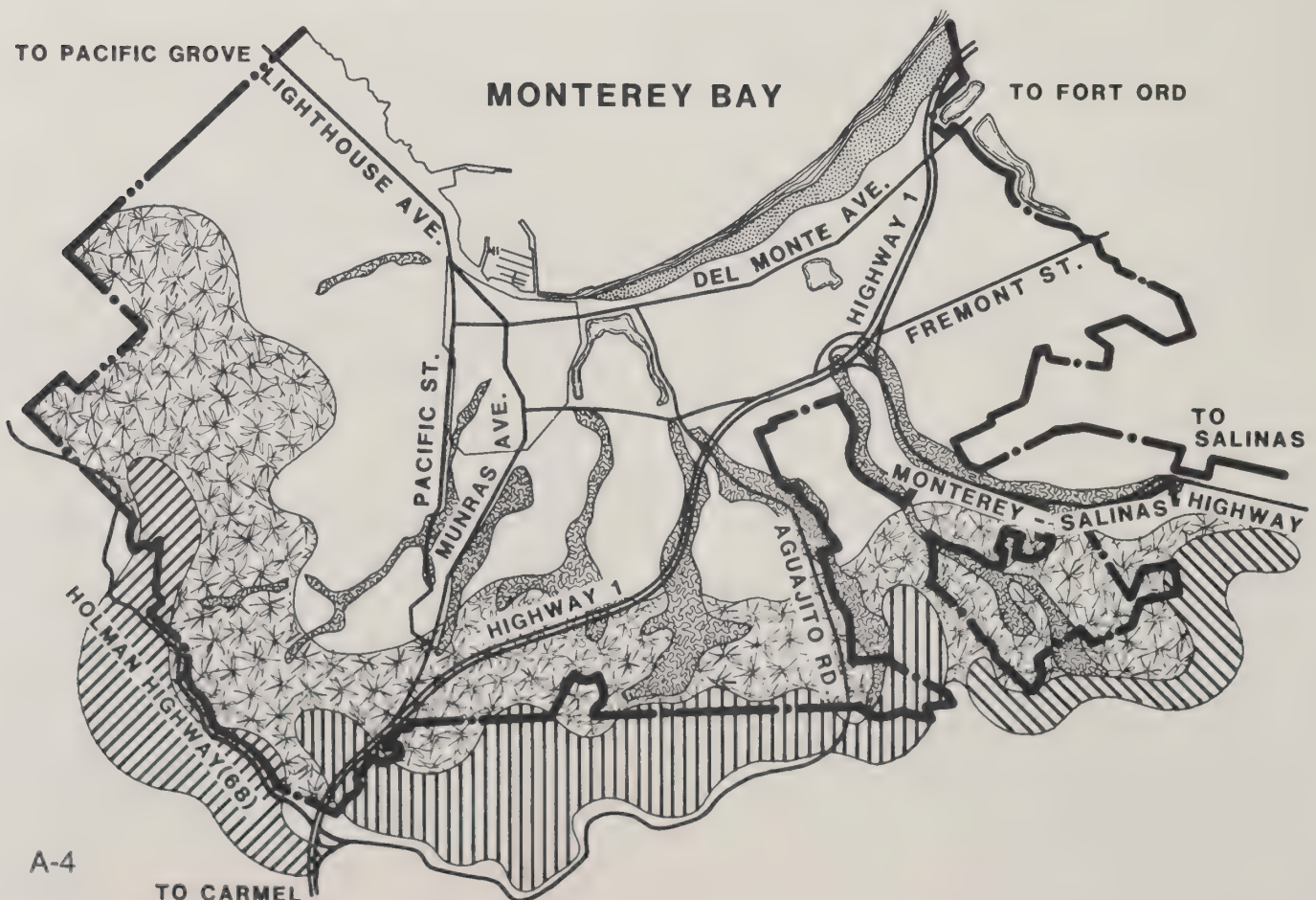
Pacific Street

Policy 20 Plant out the Heritage Harbor parking structure, using Monterey pines and cypress.

Railroad — Right of Way

Policy 21 Seaside to Monterey Depot portion — maintain as a multiple use for bikeway, pedestrian path and regional rail service. Monterey Depot to Aquarium portion — maintain as a recreation trail with possible addition of a people mover in line with the Monterey Peninsula Recreational Trail Joint Powers Agency Agreement. Design for scenic and historical background. (See also pages A-6, A-9 and H-6.)

Scenic Auto Entrance Corridors





d. Shoreline

The water's edge is a particularly important natural feature because of the broad range of activities it supports. In order to maximize public use and enjoyment, city policy is to improve vistas and access; clean up beaches, protect remaining sand dunes, and expose the natural rocky shoreline character; protect the harbor from future infilling of any kind; screen or otherwise soften the intrusion of automobiles.

Del Monte Beach

Policy 22 Recapture sand dunes as natural attractions.

Policy 23 Improve public access.

Policy 24 Preserve all beaches.

Policy 25 Respect and enhance the dunes environment and provide for the conservation of sand resources.

Shoreline Park

Policy 26 Complete the refurbishing along the water's edge.

Policy 27 Don't obscure water views from pedestrians and drivers. Remove overgrown planting and trim existing trees to frame vistas.

Coast Guard Landfill

Policy 28 Redesign carefully this highly sensitive area in the viewshed of Lighthouse Avenue to achieve a more natural-looking meeting of land and water.

Policy 29 Redesign water's edge to be more natural and marine-like.

Policy 30 Complete the marine repair facility. (See also page F-8 in the Economic Element.)

Policy 31 Screen parking where appropriate and where views would not be impaired.

Outer Harbor

Policy 32 Keep mooring concept intact, in line with City regulations, because of its special scenic value (see also page F-8 in the Economic Element).

Policy 33 Do not infill harbor with boat slips. A limited number of boat slips would be appropriate as a part of the proposed marine repair facility at the Coast Guard Landfill and where they could help improve the visual qualities of the adjacent man-made shoreline.

Inner Harbor

Policy 34 Screen marina parking from pedestrian route alongside marina by low landscaping.

e. Historic Buildings

The number and concentration of adobes in Monterey makes them special and historically very significant. Many of these historic buildings also feature gardens. These buildings and their settings should continue to be protected and restored, keeping the flavor of the past. (See also the Historic Preservation Element.)

Policy 35 Protect and enhance the setting of historic buildings.

Policy 36 Discourage modern copies of identified historic buildings because they detract from the real thing. Encourage new buildings which maintain and enhance architectural styles reminiscent of our historical heritage.

Policy 37 Respect the scale of historic buildings by careful design of adjacent buildings.

Policy 38 Continue to advance the pedestrian Path of History. (See "Old Monterey Downtown Urban Design Plan" pedestrian Path of History.)

f. Wildlife Habitats

The maintenance of nature's life cycles is certainly in our best interest. The linkage and continuity of our open space network, the preservation of our natural waterways, and use of native plant species will all help enhance and preserve wildlife habitats.

Policy 39 Avoid isolated islands of open space by encouraging natural open spaces that interconnect and form corridors.

Policy 40 Maintain native plant species in open spaces and remove invasive plant material, such as genista and pampas grass. The city shall develop a program to eliminate genista and pampas grass, a pernicious weed, from its environs. Such a program should be developed by the Parks and Recreation Commission with necessary resolutions and ordinances recommended to the Council.

Policy 41 Maintain natural drainage and waterways.

g. Pedestrian Ways

Our temperate climate, combined with relatively short physical distances within most neighborhoods and commercial areas in Monterey, make walking a realistic and enjoyable method of transportation. By encouraging pedestrian circulation, auto and bus impacts can be minimized, especially in crowded, high-use areas.

Policy 42 Encourage pedestrians in the historic areas, Cannery Row, Fisherman's Wharf and marina areas, beaches and parks; attempt to accommodate autos and tour buses in these areas by providing centralized parking areas and thereby minimize their impact; orient graphics primarily to pedestrians in these areas.

Policy 43 Maintain and enhance the pedestrian Path of History by creating stronger linkage between the adobes.

Policy 44 Support construction of a central transit terminal.

Policy 45 Encourage pedestrian, cyclist and possible people movers along the former Southern Pacific railroad right-of-way that are safe and compatible. (See also pages A-4, A-9 and H-6.)



h. Existing Parks and Open Space

Scenic open space in our urban parks should be kept as natural features, but also should encourage people uses. High-intensity recreational use should be in flat areas, not in wooded sloping areas. (See also the Parks and Recreation section of the Public Facilities Element.)

Lake El Estero

Policy Encourage people uses.
46

Policy Discourage proliferation of surface parking and other hard surface, man-made improvements.
47

Policy Upgrade maintenance program, including dredging and irrigation.
48

Campuses

Policy Protect campuses as open space amenities.
49

Quarry

Policy Maintain the quarry (adjacent to Veterans' Memorial Park) as park and open space.
50

Create New Parks

See 4. "Opportunities" section.

i. Vistas

Vistas which focus on our most scenic amenities should be added wherever possible, and improved where existing.

Camino Aguajito Road and Camino El Estero

Policy Open up the vista north to the bay across Del Monte Avenue by removing buildings and parking areas.
51



Wharf and Cannery Row

Policy Maintain vistas in accordance with the Local Coastal Plan (LCP) and the Wharf Master Plan.
52

Del Monte Lake at Navy School

Policy Open up the vista of Del Monte Lake from Del Monte Avenue.
53

Freeway

Policy Respect the view of the bay, the dunes, Laguna Grande, and Robert's Lake.
54

Del Monte Avenue

Policy Screen the commercial area along Del Monte Avenue between Holiday Inn and the Naval Postgraduate School.
55



AVOID MONOLITHIC PARKING STRUCTURES

j.

Traffic

Traffic circulation downtown is a significant problem. (See also the Transportation Element.)

Policy 56 Simplify and improve street signs, landscaping, benches, etc.

Policy 57 Avoid traffic signal lights adjacent to historic adobes.

Policy 58 Separate pedestrian and motor traffic where possible, and establish different design standards for such traffic.

Policy 59 Encourage bikeways and pedestrian walkways.

Policy 60 Support construction of a central transit terminal.

Policy 61 Develop out-of-sight tour bus parking.

k. Parking

Parking facilities need to be improved visually.

Policy 62 Use buildings, walls and landscaping to encase and hide parking structures and large surface lots.

Policy 63 Avoid monolithic parking structures.

Policy 64 Do not allow parking in lots that front buildings unless they are screened.

l. Landscaping

Be consistent and compatible within each area. For example, the motel side of Munras Avenue should have trees across from Don Dahvee Park to tie together the entire street into a framework of consistent landscaping.

Policy 65 Use landscaping for framing vistas.

Policy 66 Favor native species.

Policy 67 Discourage noxious invasive plants such as genista, pampas grass, ice plant, and Kukui grass.

Policy 68 Use landscaping to screen parking lots, structures and Del Monte Center from freeway.

Policy 69 Protect existing cypress trees in urban and historic contexts.

Policy 70 Use trees to soften existing parking structures.



3.

GOALS AND POLICIES FOR SPECIFIC AREAS

a. Cannery Row

Keep the unique quality of Cannery Row, but allow and encourage relevant revitalization.

Policy 71 Encourage revitalization while attempting to retain significant elements such as a historic train display which add to ambiance and context of older buildings.

Policy 72 Avoid trendy or foreign shapes. Follow the “Cannery Row Local Coastal Plan” on design recommendations for new structures.

Policy 73 Respect rugged coastline. Open up view to water and rocky shore as much as possible.

b. Marina, Wharf and Breakwater

Focus on the marine environment’s visual character in the marina, wharfs, breakwater and Cannery Row areas.

Policy 74 Preserve fishing orientation, including retail and wholesale fishing operations.

Policy 75 Allow industrial architecture on wharfs, including fish processing, the unplanned character and boat haul-out facilities. Do not allow for infilling on wharfs so existing view corridors to bay will be preserved.

Policy 76 Maintain two-story scale, and design the area between Fisherman’s Wharf, Custom House and the marina as a single unifying element.

c. Del Monte Research Park (Garden Road)

Policy 77 Maintain existing quality, use as example for future areas. However, lessons should be learned to avoid traffic and parking problems as similar development. Buildings should be screened from roadways such as scenic highways and a consistent scenic corridor maintained.

Policy 78 Screen and plant to soften impact of un-interrupted roadside parking that currently detracts from environment.

Policy 79 Discourage retail uses.

d. Residential Neighborhoods

Maintain the natural boundaries which limit the size, define, and contain individual neighborhoods.

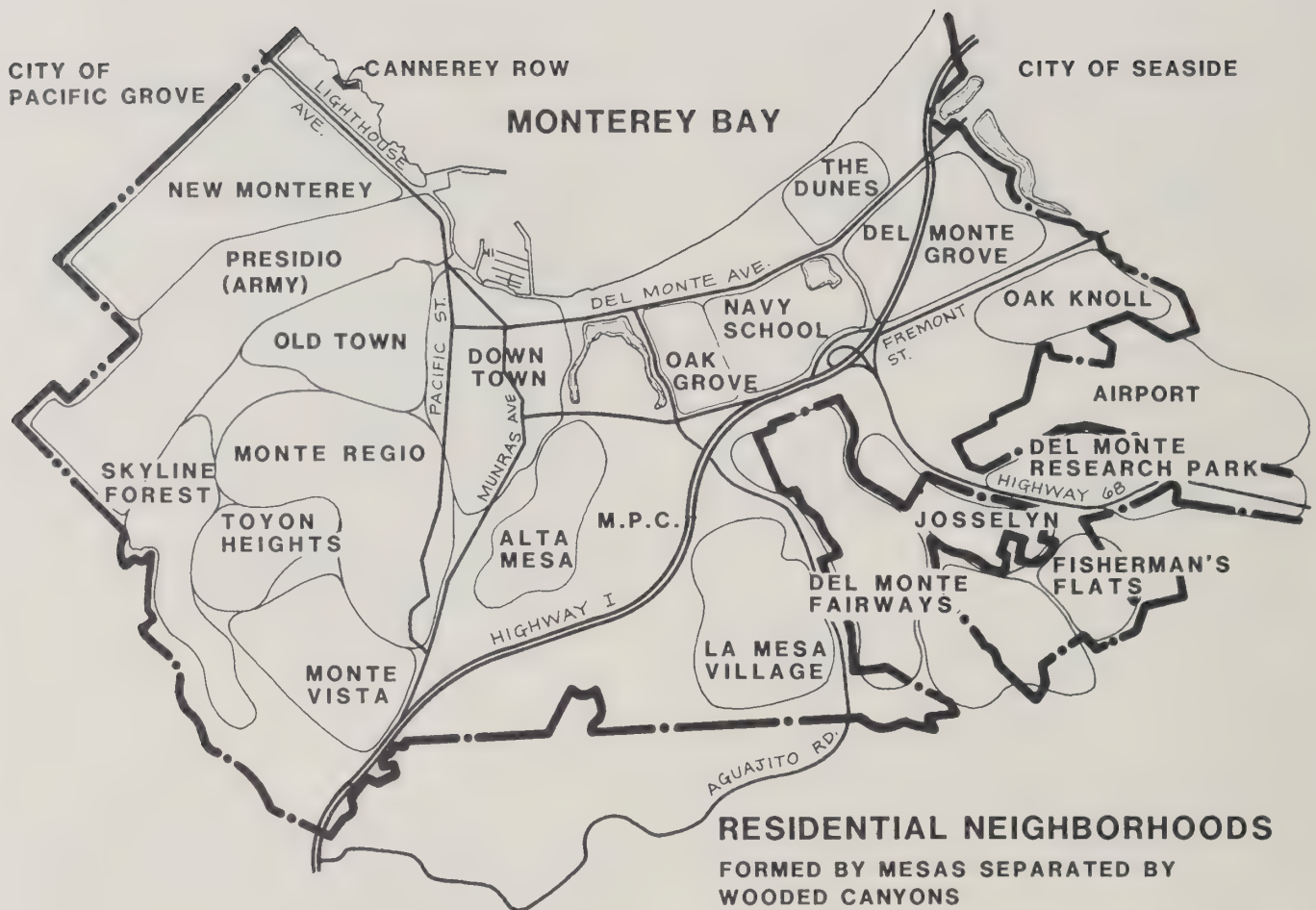
Policy 80 Do not build in canyons. Keep canyons as natural boundaries.

Policy 81 Encourage planting of native trees.

Policy 82 Encourage infilling. See 4 “Opportunities” section.

Policy 83 Encourage cluster housing where terrain can be better preserved.

Policy 84 Approve only those improvements that are compatible with the neighborhood character. Sidewalks, curbs, gutters, street lighting and other improvements should be reviewed for appropriateness of character and visual impact. This review should also prevent excess tree removal.



Natural Neighborhoods

New Monterey

Policy 85 Retain informal atmosphere of hills and small streets on upper area by not requiring curbs, gutters and sidewalks. Provide for drainage and pathways in other ways. Control residential density because of narrow streets. Add trees, especially in lower New Monterey.

Del Monte Grove

Policy 86 Protect unique resources such as large old cypress trees, Laguna Grande Lake, and scattered old large homes. As further commercial development takes place along Del Monte Avenue and Fremont Street, ensure that traffic is not routed through the narrow streets of this neighborhood.

Old Town Residential Area

Policy 87 Retain and protect the residential character. Provide for the comforts of the mix of permanent residences with apartment dwellers in this neighborhood. Conversions to higher densities should be constantly monitored to prevent undesirable parking and traffic conditions. Where indicated by the neighborhood, existing single family residences, especially those with senior citizen occupants, should be preserved.

Monte Vista

Policy 88 Protect existing informal character.

e. Shopping Areas

Maintain the differences between individual shopping areas to promote diversification and minimize duplication where it could lead to unhealthy competition.

Downtown Shopping

Policy 89 Provide a mix of commercial uses which serves both visitors and local residents.

Policy 90 Promote incentives to encourage community businesses.

Del Monte Center

Policy 91 Maximize Del Monte Center's utilization within community constraints while retaining the character of its landscaping.

Cannery Row

Policy 92 Encourage visitor and local uses, and retain significant elements which capture the ambience of older buildings.

Fremont Street

Policy 93 Maintain as neighborhood shopping area with some visitor uses.

Policy 94 Restudy traffic pattern and enhance streetscape with trees, planting, and well-coordinated benches, signs, containers, etc.



MONTEREY-
PINE

COASTAL
LIVE OAK

MONTEREY
CYPRESS

New Monterey Business Area (Lighthouse Avenue and Foam Street)

Policy 95 Same comments as Policy 94, Fremont Street.

4.

OPPORTUNITIES FOR FUTURE OR ALTERNATE USES

Over time, uses and conditions will warrant change. Uses which are now out of the question will become feasible. Given the right circumstances, the following future uses appear to be in Monterey's best interest.

Monterey Airport

Policy 96 Keep open the option of relocating.

Policy 97 Annex old site to city and utilize as medium-density housing and/or light industrial expansion if the airport is relocated.

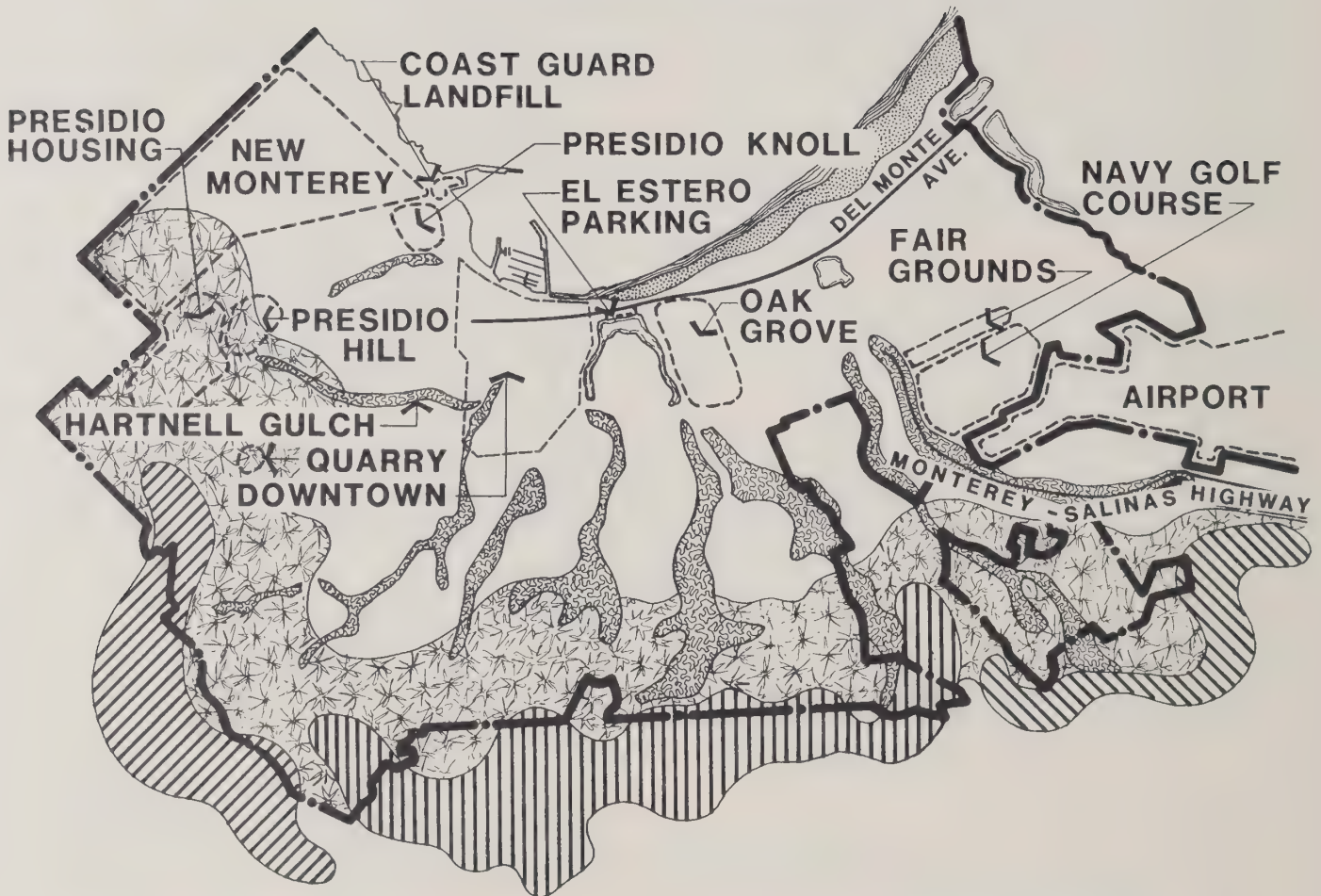
Fairgrounds Site

Policy 98 Work with the Fair Management and the State Department of Fairs and Expositions to resolve future fairgrounds requirements for potential development and to insure compatibility with surrounding residential and commercial neighborhoods and other public concerns. Also work with the Fair Management and Airport Board to minimize land use conflicts between aircraft and fairgrounds operations. (See also page E-6 in Public Facilities Element.)

Navy Golf Course

Policy 99 Potential joint development of public park and recreation facilities and uses should be explored with the fairgrounds. (See also page I-10 in the Land Use Element.)

Opportunities



Performing Arts Center

Policy 100 Consider developing a performing arts center in downtown Monterey.

Lower Presidio Knoll

Policy 101 Provide better public exposure to this prominent knoll overlooking the harbor. It contains a historic fort and Indian middens that should remain a historic park and view spot. Improve pedestrian access. Consider possible connection between Van Buren and Hawthorne streets.

Presidio Forested Hilltop

Policy 102 Preserve all the hilltop area and forested skyline on the Presidio for open space and passive park uses since the forest is one of the most pristine, natural woods on the Peninsula.

Westernmost End of Presidio Below Hilltop

Policy 103 The army is encouraged to provide medium density residential housing in the westernmost end of the Presidio.

Oak Grove

Policy 104 Provide incentives that encourage combining single-family lots into larger parcels of higher-density housing in order to achieve better land utilization and design. However, this should be done within the context of preserving single-family homes where people have spent many years. Traffic and parking impacts also need to be constantly monitored.

Del Monte Avenue

Policy 105 Remove parking at Lake El Estero along Del Monte Avenue.

Environmental Resource Management

B.

Environmental Resource Management

1. INTRODUCTION
2. RESOURCE CONSERVATION
3. ENVIRONMENTAL HAZARDS
4. SOLID WASTE
5. ENERGY
6. NOISE
7. SCENIC HIGHWAYS

1.

INTRODUCTION

The Environmental Resources Management element is designed to protect natural resources, conserve limited resources, and protect humans from environmental hazards. This element is divided into six areas of environmental concern. A discussion of pertinent issues in Monterey is presented for each. Goals, Policies and Programs have been developed in response to identified issues.

The areas of environmental concern are:

- a.** resource conservation
- b.** environmental hazards
- c.** solid waste
- d.** energy
- e.** noise
- f.** scenic highways.

This element incorporates the state requirements for conservation, open space, seismic safety, safety, noise, and scenic highway elements. It also addresses energy conservation and solid waste management, which currently are optional elements.

The Resource Conservation section is directed at protecting the city's water, marine, air, biological, open space and archaeological resources. The Environmental Hazards section looks at ways to promote public health and safety by reducing threats to life or flood hazards. Reduction and recycling of solid waste is the emphasis of the Solid Waste section. The function of the Energy section is to energy conservation at the community level. Development of measures to help control noise within the city is the intent of the Noise section. Finally, the Scenic highways section is concerned with the protection and enhancement of scenic corridors along adopted and proposed scenic highways.

2. RESOURCE CONSERVATION

GOAL

Protection of the city's natural resources is a city goal. Policies and programs should reflect this goal by providing ways to conserve and manage natural resources. Achievement of this goal will result in maintaining and enhancing the quality of life valued by residents and visitors.

POLICIES AND PROGRAMS

The intent of this plan for environmental resource management is to provide policies and programs that will protect and conserve the city's resources. The following policies and programs address resource issues for water supply and quality, marine resources, air quality, flora and fauna, open space, and archaeological resources.

a. Water Supply

Policy 1 Coordinate with other agencies and districts to develop feasible water management programs to protect existing and future supplies.

Water is supplied to most of the Monterey Peninsula by the California-American Water Company through wells and two dams on the Carmel River. The city is also part of the Monterey Peninsula Water Management District, which serves other Peninsula cities in addition to Monterey. The city, therefore, does not have complete control over water management and distribution policies. As water demand begins to reach capacity in this district, the need for inter-governmental coordination becomes vital. This policy encourages regional programs that adequately assess water supplies and provide mechanisms for future water development and allocation.

Program 1a: Encourage programs that adequately assess and monitor existing and potential water supplies, including well testing in the area along the Monterey-Salinas Highway.

New technology such as in desalinization should be monitored for its application in our area.

The Monterey Peninsula Water Management District and the U.S. Geological Survey have recently studied portions of existing groundwater supplies in this district.

Program 1b: Encourage the Water Management District to complete and periodically update groundwater studies of the Monterey Peninsula.

Program 1c: Establish and maintain a city water allocation and reserve program, and develop a system to monitor water consumption by different types of users so that future developments may be planned properly. (See also the policies and programs in the Growth Management section of the Public Facilities Element of this plan.)

The Monterey Peninsula Water Management District has established water allocations for cities and jurisdictions within its district. The City of Monterey will establish its own allocation system, whereby water allotments are established for residential, commercial and industrial uses. It will also maintain a portion of the total allocation as a citywide reserve.

This city monitoring system will maintain an ongoing total of consumption rates for existing and approved residential, commercial and industrial developments. This system will insure that the city does not exceed its water allocation, or endanger its water supply reserve in times of drought.

Program 1d: Control development in areas identified as groundwater recharge areas and require the retention of storm water runoff in new developments and existing areas where feasible.

Controlling development in known groundwater recharge areas will protect water supplies. Measures such as on-site retention basins, ponding areas and porous pavement in new developments will help maximize on-site water percolation into the ground.

Program 1e: Encourage development of local and regional water reclamation programs by Monterey Regional County Sanitation District for golf course and other uses.

Program 1f: Promote the development of greywater reclamation programs for both new and existing developments.

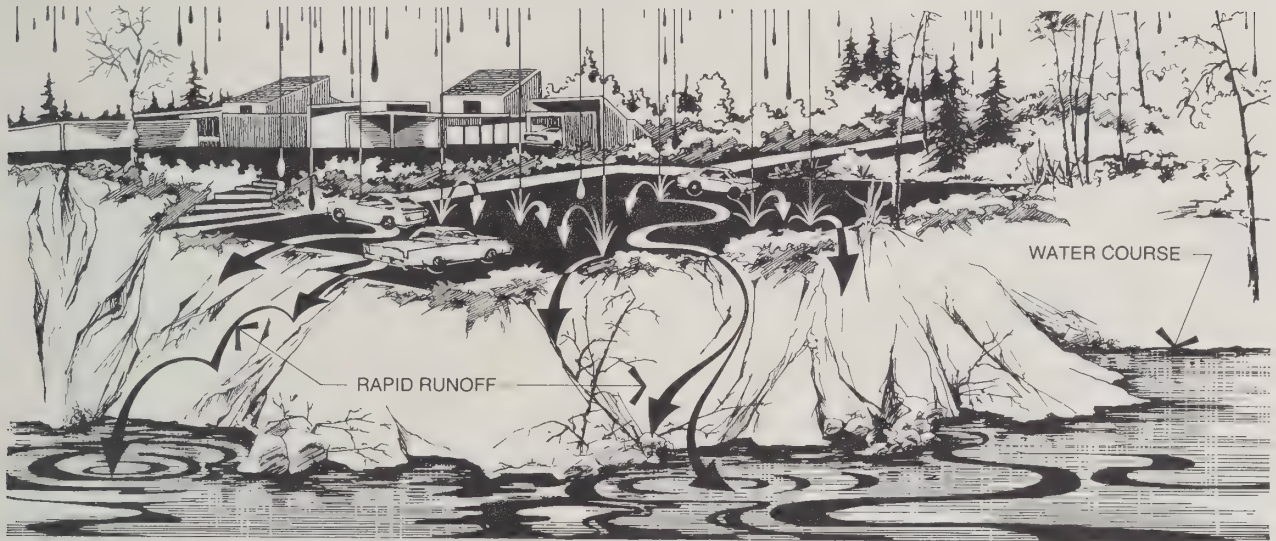
Policy 2 Promote water conservation measures to protect existing water supplies.

Program 2a: Require water-saving devices to be installed in all new residential and commercial construction, and encourage a retrofit program for installation of such devices in existing construction.

Water Courses and Wetlands

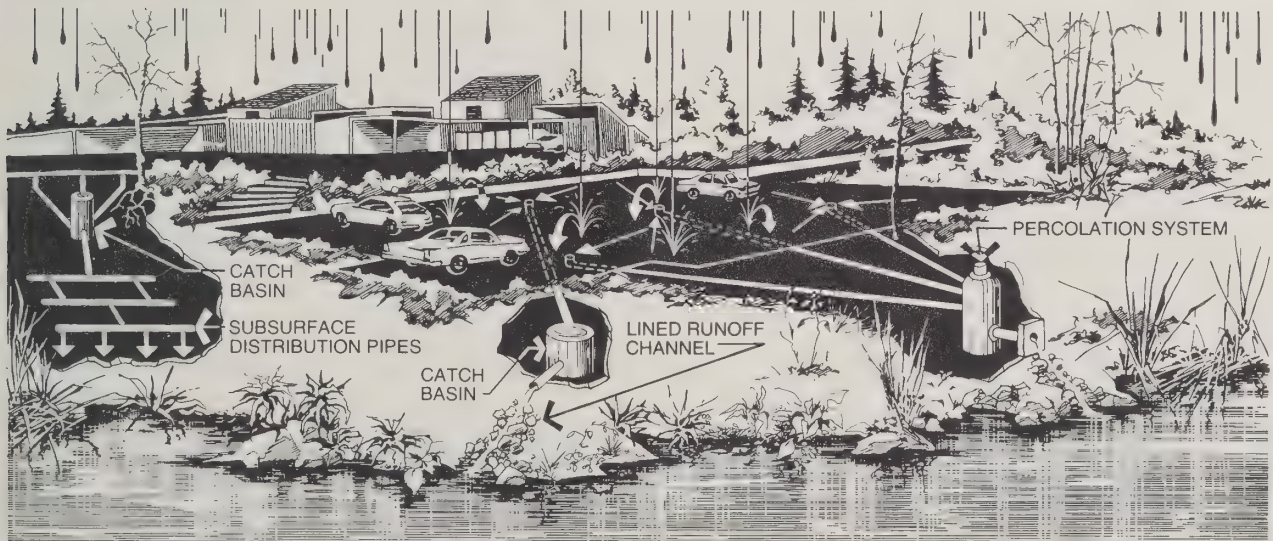
NOT THIS

WATER POLLUTION CAUSED BY RAPID RUNOFF



BUT THIS

LOW RUNOFF AND CATCH POLLUTION



Public education should inform residents of the benefits of water conservation programs.

Program 2b: Support an ongoing public education program on water conservation techniques.

Program 2c: Encourage landscaping with drought-resistant native plants in both existing and proposed developments.

Some plants have adapted to withstand periods of drought and require little or no irrigation, such as ceanothus, Hooker manzanita, Toyon, dwarf coyote bush, Matilija poppy, Fremontia, Monterey pine and coastal live oak. Information regarding drought-resistant native plant usage in landscaping can be provided by the city or local landscaping firms.

Water is a key agent used to control fire and dilute hazardous materials by the city's Fire Department.

Policy 3 Encourage continued development of the city's water supply system to meet established fire flow standards (includes reservoirs, mains, hydrants).

Program 3a: Encourage the Water Management District to upgrade existing portions of the system to meet fire flow standards.

Program 3b: Encourage developers to provide or upgrade the existing water system to meet fire flow demands of their projects.

Program 3c: Encourage the Water Management District to work with the city to provide and improve emergency measures to insure adequate water, storage and distribution during disaster circumstances.

Program 3d: Continue to maintain the city's water supply system in a good state of repair to prevent leakage and other water loss.

Program 3e: The city has implemented a program to assist in the upgrading of fire flow standards.

b. Water Quality

Policy 4 Encourage measures that promote good water quality by reducing or eliminating sources of pollution to coastal waters and lakes and to surface and sub-surface water supplies.

Water quality degradation becomes more likely with a growing population. Water quality changes are affected by urban stormwater runoff and wastewater discharge into Monterey Bay. The city's sewage outfall empties into a zone designated as "restricted" by federal standards. The city complies with water quality requirements for discharge, but the area adjacent to the outfall has poorer water quality than is average for this area. Stormwater runoff from urban areas has also been found to contain high concentrations of toxic chemicals.

Program 4a: Work with the State Regional Water Quality Control Board, County of Monterey, Association of Monterey Bay Area Governments (AMBAG), and other regional agencies to develop programs to improve water quality.

Two programs that promote both better quality in the bay and water reuse are programs to reclaim wastewater for irrigation purposes and to encourage development of a regional sewage treatment plant with an extended ocean outfall or extension of the existing treatment plant outfall.



PERMEABLE PAVEMENTS FOR LOW-USE PARKING AREAS

Program 4b: Reduce amount of contaminants in stormwater runoff by improving street-cleaning programs and by requiring the use of on-site sediment and grease traps for runoff in new developments.

Consider street-cleaning system on streets where there are curbs, to be administered by the city or homeowners' associations. In conjunction with on-site measures, this program can effectively reduce pollution from stormwater runoff entering surface waters and Monterey Bay.

C. Marine Resources

Policy 5 Encourage measures to protect marine flora and fauna when considering development proposals that could affect these resources.

Marine flora and fauna are affected by shoreline construction which may impact tidepools and other marine plants by casting shadows into habitat areas. Shadows reduce light and may cause physiological and behavioral changes in certain species.

Program 5a: Review size and location of shoreline construction for impacts on tidepools. Develop design standards for proposed projects that cause buildings to cast shadows onto habitat areas.

Program 5b: Coordinate city efforts with those of state and various agencies to review the location of shoreline construction and its possible impact on marine life.

Policy 6 Encourage sound management of coastal sand resources.

Sand-mining operations in Marina and Sand City may contribute to a reduction in the supply of sand to Monterey beaches.

Program 6a: Coordinate research efforts with Coastal Commission, local cities and AMBAG to clarify understanding of sand movement.

d. Air Quality

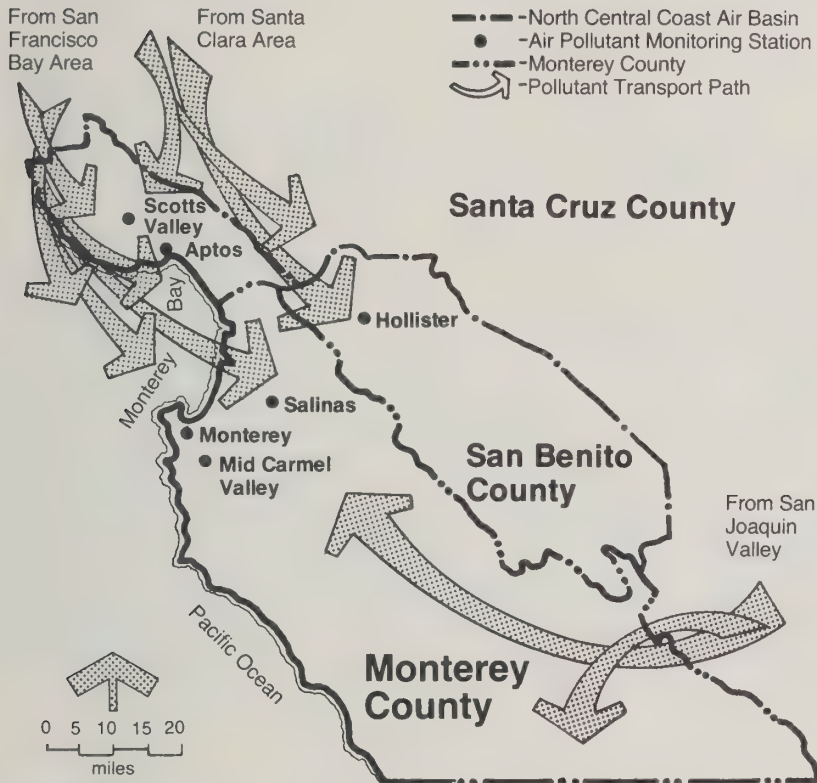
Policy 7 Reduce air pollution generated by motor vehicles by encouraging the use of public transit, car pooling, bicycles and walking as alternatives.

Pollutants enter the air from either mobile sources such as automobiles, trucks, buses and planes, or from fixed sources such as industrial uses. Auto related transportation, including cars, trucks and buses, constitutes the highest percentage of all pollutants emitted. After a pollutant has been emitted, its impact upon air quality will depend on the dispersion characteristics within the air basin.

Alternative transportation systems should be considered in new residential, commercial and industrial development. By reducing the amount of vehicle use, potential air pollutants can be reduced.

Program 7a: Require new developments to provide bike and pedestrian paths and bus stops where appropriate.

Pollutant Transport Paths



SOURCE:

Air Quality Trends for North Central Coast Air Basin, Monterey Bay Unified APCD, 1979

Program 7b: Encourage car and van pooling.

Publicized car and van pool information could increase pooling. Another measure would be preferential parking for car pools. Provision of bike racks and lockers in public areas would encourage bike riding.

Program 7c: Promote visitor-serving mass transit into the Monterey Peninsula through buses, trains and airplanes.

A reduction in the use of automobiles should be encouraged through increased mass transit programs for visitors to the Monterey Peninsula. Bus services between visitor-serving areas is one example.

Policy 8 Consider air quality impacts for future residential, commercial and industrial development through the city's development review process.

The magnitude of impacts resulting from future development depends on the type and location of the use.

Program 8a: Evaluate impacts of development within air quality sensitivity areas during the environmental review process.

Developments that are sensitive to pollution-emitting uses should not be located near them. Similarly, emitters should be controlled in areas of air quality sensitivity, where air quality is poorer and pollutants tend to concentrate. Projects that could cause undesirable concentrations of emissions or odors should be required to implement appropriate pollution reduction measures. For example, future street routing should be planned to avoid sites of greater pollutant concentrations.

Program 8b: Encourage the development of nonpolluting industry.

Policy 9 Promote cooperation with local and State agencies to develop programs to reduce sources of air pollution.

Program 9a: Encourage the Monterey Bay Unified Air Pollution Control District (APCD) to develop the measures necessary to respond to poor air quality.

Currently there is insufficient data to accurately define air sub-basin boundaries and dispersion patterns. The development of this data would help facilitate standards for pollution reduction and measures to respond to poor air quality. The APCD is currently in the process of revising its plan to attain state and federal air quality standards. Projections indicate that air pollution concentrations may exceed state or national levels by 1995.

Program 9b: Work with local and regional governmental agencies to encourage clean air practices.

Air Quality

Monterey Monitoring Station

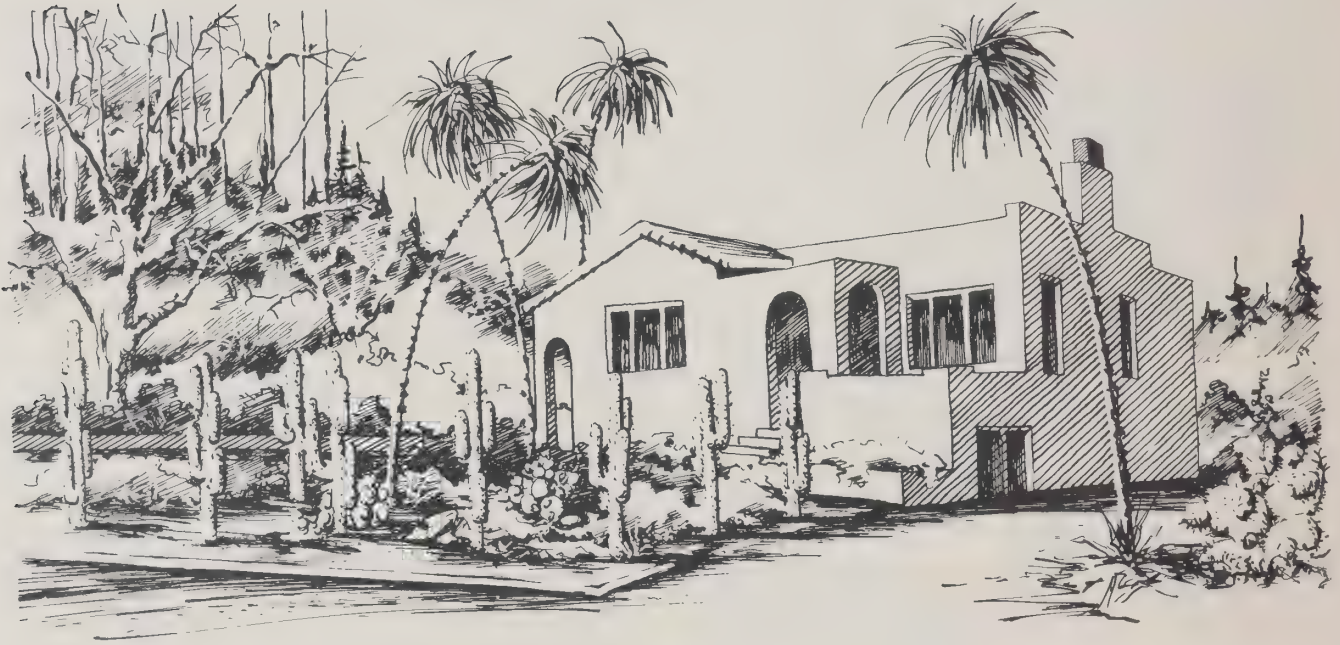
Hours Standard Exceeded

YEAR	STATE STANDARD	FEDERAL STANDARD
1981	0	0
1980	1	0
1979	0	0
1978	0	0
1977	0	0
1976	0	0
1975	0	0
1974	2	0

SOURCE: Monterey Bay Unified Air Pollution Control District

Compatible Vegetation

NOT THIS



BUT THIS







e. Flora and Fauna

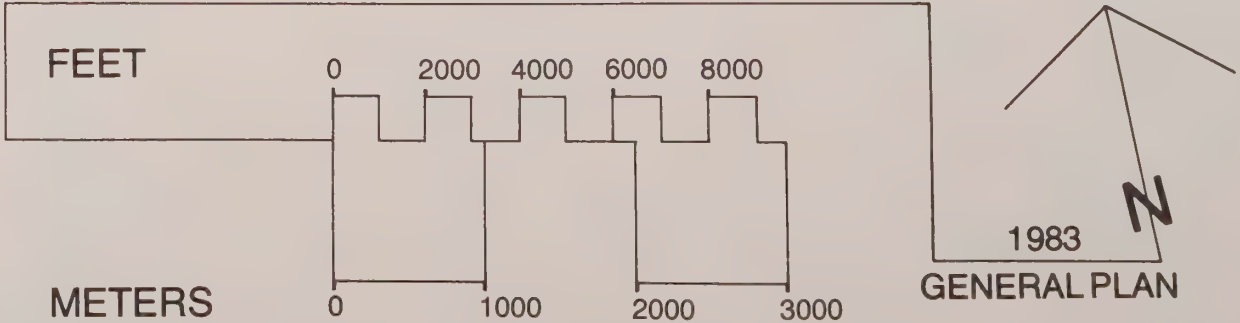
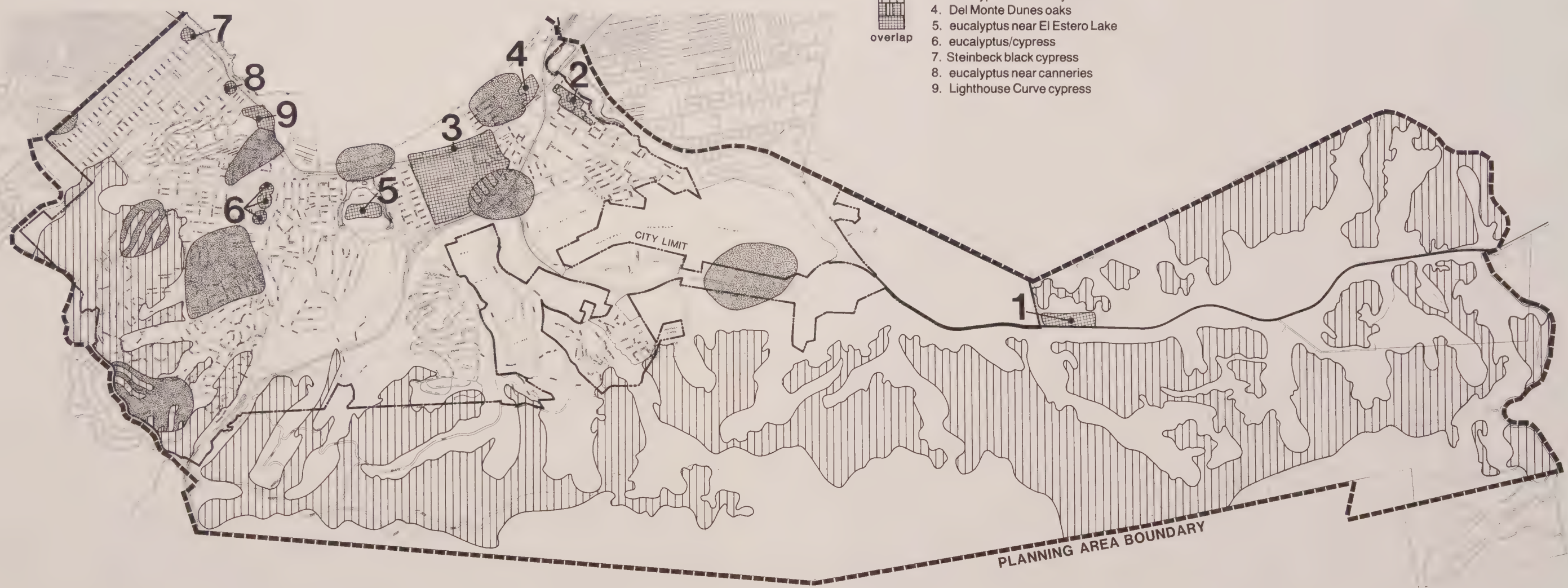
Policy 10 Protect important native flora and fauna that are significant due to their status as rare and endangered, or their valuable cultural, historic, or scenic qualities.

It is the intent of the city to minimize conflicts between urban development and significant native species. Urban development affects native flora and fauna in a number of ways: It can interrupt the natural process of plant community maturation and affect entire species or eliminate individuals within a community; introduction of non-native plants can displace native plants; and urban structures can disrupt migratory patterns of animals.

Flora and Fauna Resources

LEGEND

-  - RARE AND ENDANGERED SPECIES/FLORA
 -  - SKYLINE VEGETATION
 -  - CULTURAL VALUE FLORA
 -  - overlap
1. oaks near York Road
 2. cypress in Del Monte Grove
 3. eucalyptus near Navy school
 4. Del Monte Dunes oaks
 5. eucalyptus near El Estero Lake
 6. eucalyptus/cypress
 7. Steinbeck black cypress
 8. eucalyptus near canneries
 9. Lighthouse Curve cypress



CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. **7**

Program 10a: During the environmental review process, evaluate impacts of new developments in critical areas upon identified important species, and require impacts to be mitigated.

Critical habitat areas, rare endangered species locations, and significant flora and fauna should be protected by retaining these areas as open space whenever possible. Other development controls include minimizing grading and landscaping with native vegetation.

Program 10b: Educate the public on methods of plant and animal protection, including ways to landscape with native plants and how to eliminate conflicts between native animals and domestic pets.

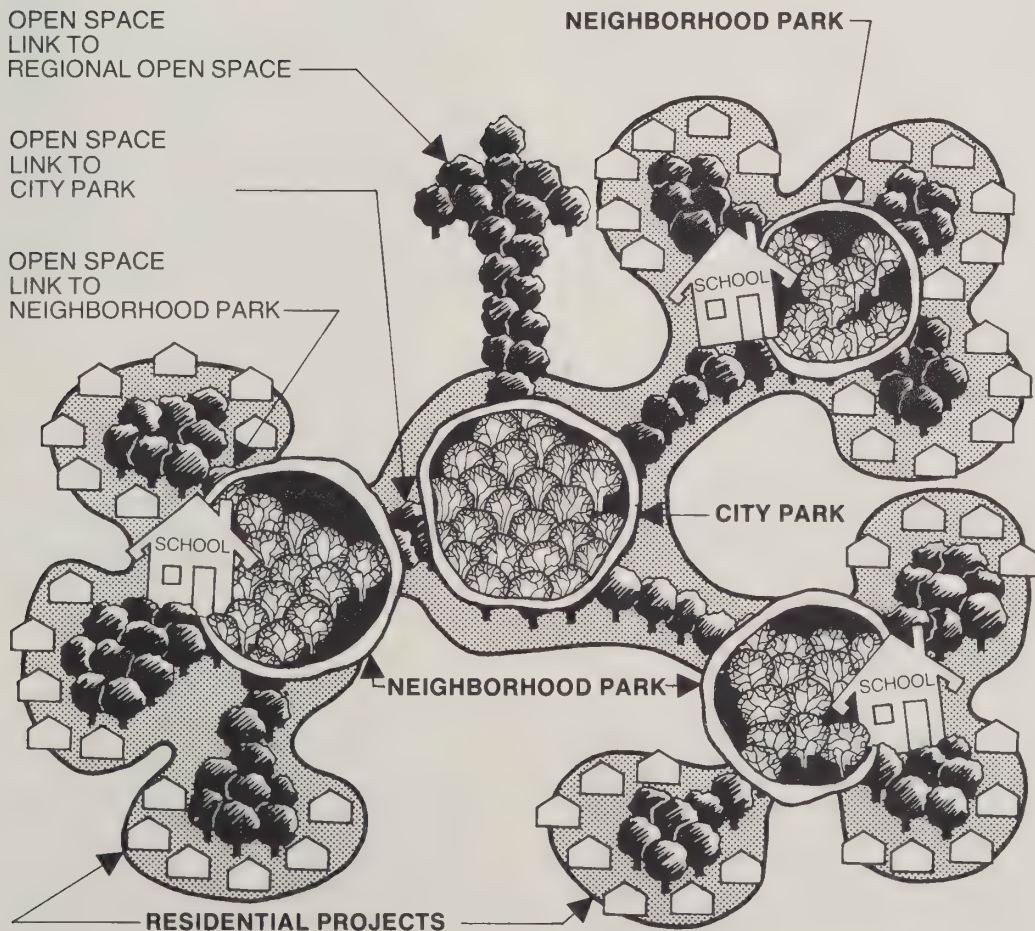
f. Open Space

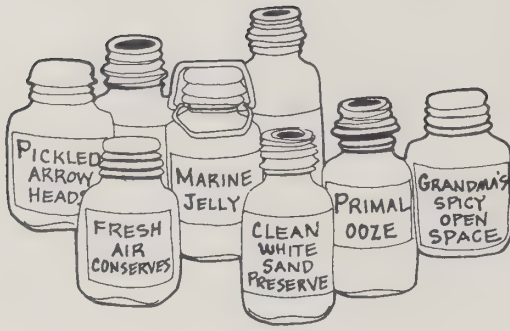
Policy 11 Protect open space lands and important natural areas within the city.

The intent of this policy is to meet the recreational, social, safety and environmental needs of the community by protecting remaining open lands. Lands to be considered include scenic areas, significant landforms, ridgelines, wildlife habitats, watersheds, flood plains and recreational areas.

Program 11a: Develop a long-range program to integrate existing and proposed greenbelt areas.

Open Space System





RESOURCE CONSERVATION

Important open space lands should be identified. These areas should be protected through regulations and tied in with existing parks and open lands with trails where appropriate. Greenbelts also could protect animals' migratory corridors, such as along ridgelines, canyons and drainage courses. (See also the Open Space Map in the Public Facilities Element.)

Program 11b: Preserve the creek drainage system in its natural state where feasible, incorporating pathways.

Program 11c: Consider development of an urban forestry program to maintain and improve tree vigor and to replace dying trees.

The city's urban forest resources consist of Monterey pine in the western and southern portions of the city, and oak woodland in the eastern portion of the city. A transition area of oak/pine lies between these two areas. These resources are important because they prevent soil erosion, provide windbreak protection, and enhance the natural beauty of the city. As urban development occurs, there are several factors that may contribute to loss of urban forests. These include not replanting areas after older trees die, introduction of exotic trees and diseases, and fire control practices which, in the case of Monterey pines, can inhibit re-seeding of pines. A program to assess the city's forests, their conditions and measures for future protection should be explored in order to ensure the future vitality of these resources.

Program 11d: Promote residential developments that retain natural features and provide usable open lands.

Clustering residences can maintain sizable areas of development in open space. Incentives such as density bonuses can be given to developers who retain usable open spaces and protect natural features in their development plans.

Program 11e: Require development of pedestrian and equestrian trails in hillside developments that are part of the regional trail system.

g. Archaeological Resources

Policy 12 Preserve and protect Monterey's archaeological resources.

As the city continues to develop, the possibility for the destruction of archaeological resources increases. They are valuable in providing information about other cultures, and once disturbed or destroyed, can never be replaced.

Program 12a: As part of the development review process, consider archaeological reconnaissance studies of developments proposed within areas of archaeological sensitivity.

In the past, identification of archaeological resources has been a major problem. A full field reconnaissance of the Monterey area has not been performed. Therefore, undiscovered resources are subject to destruction by new developments. Reconnaissance studies will help to identify actual sites of archaeological resources.

Program 12b: In the event an archaeological site is discovered, require adequate mitigation to preserve the site as a condition of project approval.

Knowledge in the field of archaeology is increasing as more sites and information are developed. If a site is discovered at one point in time, its value may be increased later by the addition of new knowledge in archaeology. It is therefore important to keep known archaeological resources in place.

Program 12c: Protect known sites from public misuse and destruction.

Program 12d: Protect new sites by keeping their location confidential until adequate information has been collected.

Public misuse or destruction of known sites has, in the past, been a problem in protecting archaeological resources. Protection should be provided to known areas.

Policy 13 Encourage local education in Monterey's prehistory.

If citizens are aware of the value of our past, respect for archaeological resources will be increased.

Program 13a: Encourage historical and educational organizations to present programs regarding Monterey's archaeological history.

ISSUES

Any attempts to develop appropriate land use planning policies for potential environmental hazards involves judgments of how much risk or damage is acceptable. There is no such thing as a hazard-free environment. Natural and man-made hazards of some kind and degree are always present. Efforts can be undertaken, however, to reduce the consequences of known hazards. The first step is the recognition of the presence of potential hazards.

Once a potential hazard has been recognized, considerable effort is required to evaluate its severity, frequency, and the characteristics of the area involved. This step should also take into account the cost/benefit ratio of reducing or minimizing the hazard. At some point, the public will no longer be willing to pay what it would cost to reduce the risk further.

GOAL

The goal of the Environmental Hazards section is to provide policies and programs to help protect the community against potential loss of life, injuries, damage to property, or economic and social disruption from seismic, geologic, storm, fire, aircraft and criminal hazards.

POLICIES AND PROGRAMS

The intent of the policies and programs in this plan are to insure that: 1) land is developed with due regard to identified environmental hazards; 2) facilities for large numbers of people (whose continued functioning are essential to society) will not receive major damage in the event of a disaster; and 3) public awareness of environmental hazards and of means available to avoid or reduce the effects of these hazards is increased.

3.

ENVIRONMENTAL HAZARDS

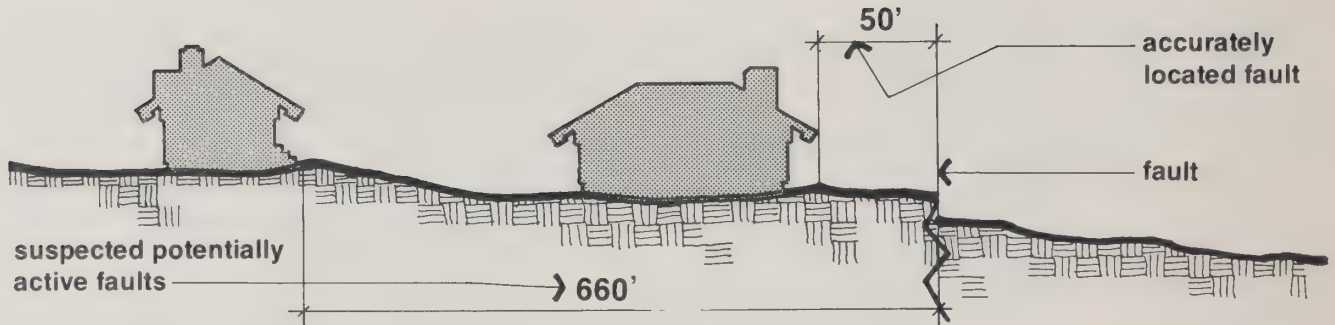
PURPOSE

The purposes of the Environmental Hazards section are: 1) identify and describe the nature of potential environmental hazards within the planning area; and 2) streamline the environmental impact reporting process by using this element as a guide to the level of detail and types of environmental data needed. The potential hazards examined in this element are: seismic, geologic, storm, fire, aircraft, and criminal.

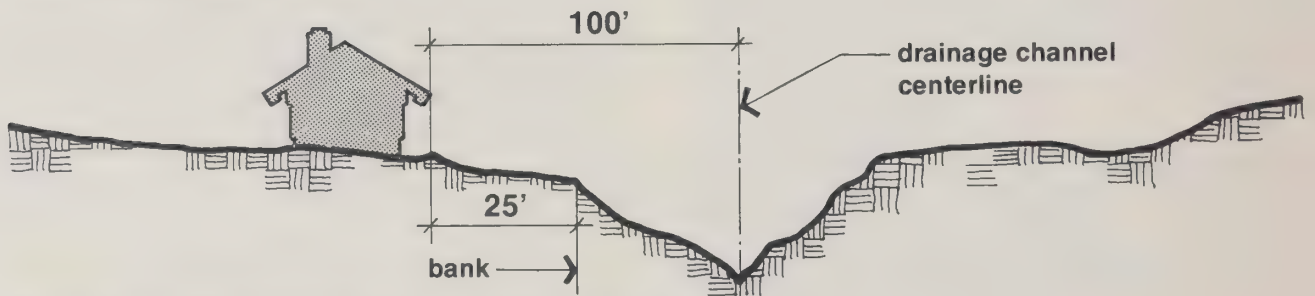
a. Seismic Hazards

Within the city's planning area exist portions of the potentially active Navy, Berwick Canyon and Chupines faults. Since science has not yet developed a reliable system for earthquake forecasting, we must assume that some earthquake activity can be expected in the future from these active or potentially active faults.

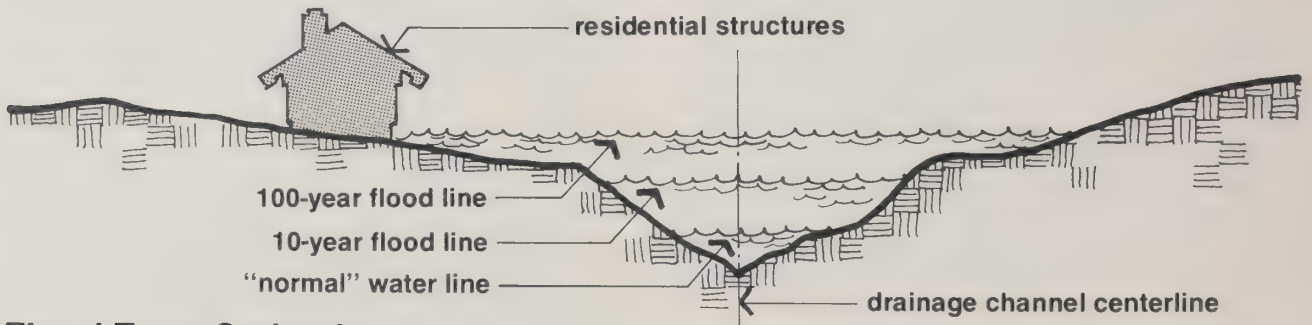
Hazard Areas



Fault Zone Setbacks



Creek and Drainage Channel Setbacks



Flood Zone Setbacks

Policy 1 Potentially active faults should be treated the same as active faults until detailed geo-technical data is submitted demonstrating to the city's satisfaction that a fault is not active.

Program 1a: Engineering and geologic investigations should be undertaken for proposed projects within high and moderate seismic hazard zones before approval is given by the city.

These investigations can either be routine or detailed, depending on the proposed uses and the potential seismic hazards in the area. Based on the outcome of these investigations, the following programs would be recommended:

Program 1b: Lands within 660 feet of known or suspected active or potentially active faults should be treated as having high

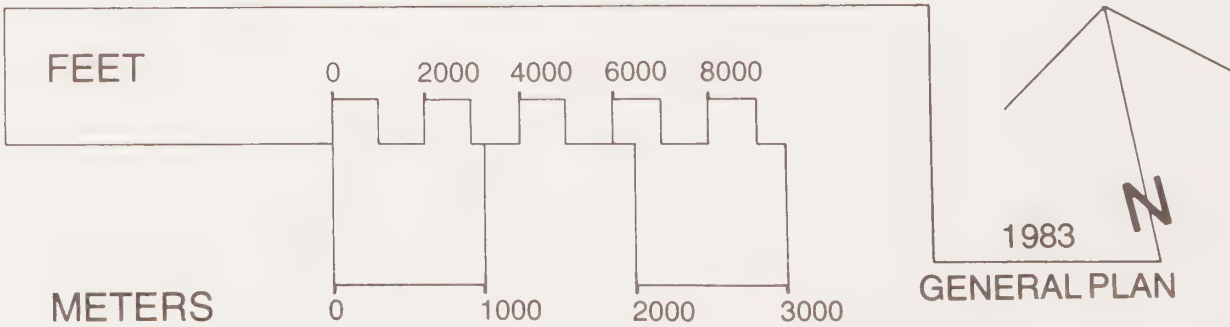
seismic hazard until an acceptable geotechnical investigation indicates they should be treated otherwise.

Program 1c: Structures for human occupancy and critical facilities should be set back at least 50 feet from precisely located active and potentially active faults.

Policy 2 Open space easements must be considered in subdivision approvals to prohibit construction within high hazard areas.

These hazard areas provide the opportunity for being combined with other areas not suitable for development and incorporated into an open space system with hiking and equestrian trails and with adequate provisions for control and maintenance.

Landslide and Erosion Potential

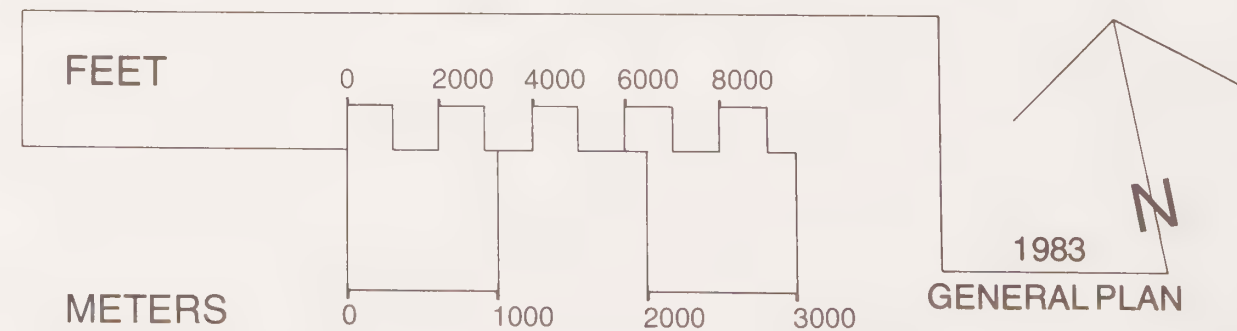
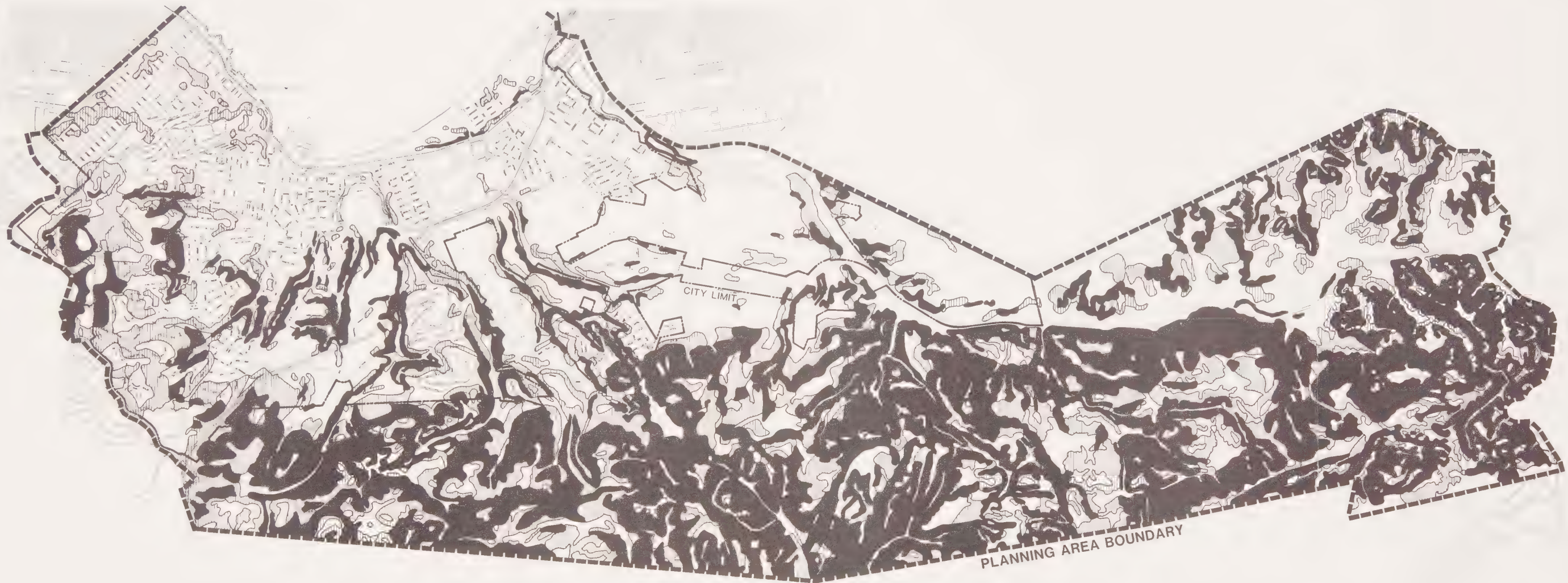


CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

LEGEND

- - 0-15% SLOPE
- ▨ - 15-25% SLOPE
- - 25-% SLOPE



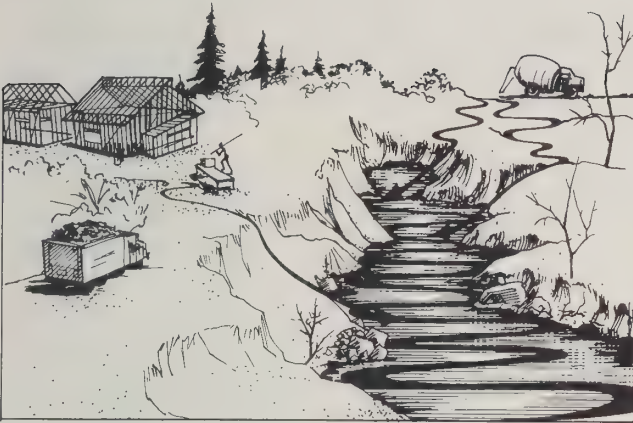
Hillside Areas

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. 9

NOT THIS



UNCONTROLLED RUNOFF DAMAGES THE CONSTRUCTION SITE AND AREAS DOWNSTREAM.

NOT THIS



GRADING MORE LAND THAN NEEDED FOR IMMEDIATE CONSTRUCTION CAN RESULT IN SEVERE EROSION AND SEDIMENTATION.

BUT THIS



CONTROLLING RUNOFF AND SEDIMENTATION ON THE SITE HELPS PREVENT DOWNSTREAM DAMAGE.

BUT THIS



GRADING ONLY THOSE AREAS GOING INTO IMMEDIATE CONSTRUCTION HELPS CONTROL EROSION.

b. Geological Hazards

Landslides are the major geologic hazard in the planning area. This type of hazard occurs mostly in steep hillside areas.

Policy 3 New development is prohibited on slopes over 25% grade except for existing lots of record. Development is prohibited within active landslide areas unless proven safe or desirable to the city's satisfaction.

Damage to structures from landslides can range from slight to total destruction. Damage can be reduced by such alternatives as avoidance, removal, or permanent stabilization of slide masses. Landslide damage can be avoided by simply leaving hazardous areas undeveloped. Small landslides may also be totally removed, with the soil used elsewhere as compacted fill.

Policy 4 Grading in hillside areas should be minimized.

Developments in areas with steep slopes often require large amounts of earth movement and high cut and fill slopes which increase the potential for landslide problems.

Program 4a: No permits for major grading operations should be issued until development plans have been approved by the city and improvement bonds have been posted.

Program 4b: Grading operations should be permitted only in areas scheduled for immediate construction or paving.

Policy 5 Only minimal cutting and removal of vegetation should be allowed during grading operations.

Program 5a: Developers should submit slope stabilization plans along with the required grading plans.

These slope stabilization plans should include a complete description of the existing vegetation, the vegetation to be removed, the method of disposal, the vegetation to be planted, and slope stabilization measures.

Program 5b: All manufactured slopes, other than those constructed in rock, should be planted or otherwise protected from the effects of storm runoff erosion within 30 days of the completion of final grading.

Program 5c: All exposed soil and partially completed roads should be provided with temporary drainage and soil protection when construction activity is shut down during winter periods.

C. Storm Hazards

Storms in the planning area have brought flooding, landslides, gale winds, high seas, falling trees, and power blackouts. These occurrences are not annual, however, and are usually only nuisance in nature.

Policy 6 Projects along the bay shoreline should consider the potential hazards from storm waves, high tidal conditions and flooding.

Policy 7 Storm drainage systems should be capable of accommodating projected uses before those uses are imposed on them.

The Canyon Del Rey drainage basin is a future growth area for the city. Development of this area will cause a significant increase in runoff and flood hazard potential unless major drainage improvement are made. Some of these improvements would be located within the cities of Seaside and Del Rey Oaks.

Program 7a: Drainage channels should be protected and maintained to keep them clear of silt and debris.

NOT THIS

VEGETATION
REMOVED

GRADED
HILLTOPS

UNIFORM
BUILDING
TYPES

UNIFORM
BUILDING
TERRACES

HOUSING NO
FOLLOWING
TERRAIN



BUT THIS

OPEN SPACE
PRESERVED

HILLTOPS AND
LANDFORMS RETAINED

VEGETATION RETAINED

DEVELOPMENT CLUSTERED
ON FLATTER TERRAIN

VARIETY IN BUILDING TYPES



DRAINAGE
COURSES
RETAINED

Policy 8 Lots should be developed to maximize the amount of natural drainage which can be percolated into the soil, and to minimize direct overland runoff onto adjoining properties, water courses, and streets.

This approach to handling stormwater is the ideal system. It also reduces the need for costly storm drainage improvements which are often miles downstream. To be effective, building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas and siltation basins.

d. Fire Hazards

Fire, regardless of size of location, presents a threat to life and property until it is confined or extinguished. Confinement of the fire problem is most effectively achieved by using built-in fire protection (i.e., automatic sprinklers, limitation of structural areas, use of fire retardant materials, and limitation of fire fuel quantity). In addition, it is necessary to provide clear and safe access for emergency vehicles.

Policy 9 Minimize the loss of life and property from fire by achieving the greatest practical level of built-in fire protection to confine the fire problem in structures constructed or altered.

Policy 10 Achieve effective emergency access to all developments, installations and fire protection equipment for emergency apparatus and for evacuation.

Program 10a: Discourage roads that do not continue through or cul-de-sacs longer than 700 feet.

Program 10b: When determined safe, and through roads are not possible for roads greater than 700 feet, alternative second access roads will be encouraged as emergency access for emergency vehicles.

Many fire hazards develop from construction other than structures, such as fuel installations or from processes that create a fire or explosion hazard.

Policy 11 Locate all installations or processes considered hazardous in the safest possible areas or locations on individual parcels.

Fire is easily transferred from brush to structure and between structures when combustible material is ignited by radiation, conduction or direct flame. Control of fire in such areas is difficult and slow where inadequate water supplies (fire flow) exist.

Policy 12 Fire retardant roofing, brush clearance, planting of non-flammable vegetation and provision of access to steep lots with buildings should be required in hazardous fire areas.

e. Aircraft Hazards

The risk of aircraft crashes is an important consideration in planning around the Monterey Peninsula Airport. The areas of greatest concern are the areas under the approaches to the runways.

Policy 13 The City of Monterey supports improvements to the Monterey Peninsula Airport and adjacent areas which contribute to improved aircraft safety.

Program 13a: The city should work with the airport district and Federal Aviation Administration to ensure that no further residential uses or uses for large numbers of people are permitted within the defined clear zones.

Program 13b: The city should continue to work with the airport district through a fire mutual aid agreement.

f. Criminal Hazards

Policy 14 Project designers are encouraged to provide adequate visual exposure to areas often susceptible to criminal activity. (See also the Social Element.)

Areas of high crime potential, such as parking lots, outdoor recreation spaces, elevator lobbies, and stairways should be identified and designed for maximum visual exposure when not conflicting with urban design policies on the screening of areas such as parking lots.

Program 14a: Occupants in residential projects are encouraged to organize mutual watches for crimes against neighbors, and to institute rapid reporting procedures.

4. SOLID WASTE ISSUES

The primary responsibility for solid waste management has been delegated to counties by the California Legislature. Each county must prepare and implement a solid waste management plan. The County of Monterey updated its plan in 1980. The plan addresses capacities of existing solid waste disposal sites and programs for future disposal, recycling and resource recovery.

The City of Monterey is a member of the Monterey Peninsula Garbage and Refuse Disposal District (MPG and RDD). The district owns the Marina Refuse Disposal site, located north of the City of Marina. The site presently serves the Monterey Peninsula cities and surrounding unincorporated areas. The City of Monterey generates approximately 20% of the 13,000 tons of solid waste that is disposed at the site each month. This is about the same percentage as the city's proportion of the total population served by the district. The site consists of 580 acres, of which 210 acres are currently used for disposal. The site's capacity was recently reduced due to federal policies that identified portions of the site as riparian wetlands. The life expectancy is now 90 years. The MPG & RDD currently is considering land acquisition to expand the Marina site.

In recent years, there has been discussion of consolidating Salinas and Fort Ord sites in Marina to create a regional disposal site. If this were to occur, the Marina site life would be reduced to 50 years. Currently it appears unlikely that either Salinas or Fort Ord will consolidate with the Marina site.

In the long range, a regional site is beneficial because it provides for a more efficient use of equipment and management, thereby reducing costs. However, with the recent reduction in site capacity, the Marina site probably won't be considered as a regional site until resource recovery systems become economically feasible. At this time, such processes are still in the development stages.

Although solid waste management is a regional issue, the City of Monterey can encourage programs that will help extend the life expectancy of the Marina site. As our country proceeds through an era of uncertain energy supply, the necessity for reducing the quantity of solid waste becomes an essential factor in our everyday living. In a society that has developed a "throw away" disposition, reduction and recycling of solid waste will become more important.

GOAL

It is the goal of the City of Monterey to reduce solid waste. The average household generates approximately 180 pounds of solid waste monthly, of which approximately 20% has been estimated as the amount that can be recycled. The intent of the city is to reduce solid waste by at least 15%. This figure is lower than 20% because it is assumed that there will not be total public participation in recycling programs. The amount of city solid waste generated should be monitored and compared to amount of residences and businesses in order to redirect programs as needed.

POLICIES AND PROGRAMS

The intent of this plan is to reduce the amount of solid waste generated by the City of Monterey. The intent is to minimize consumption and to encourage reuse (recycling) and efficient disposal of solid waste materials.

Policies 1, 2 and 3 promote programs to encourage recycling efforts to reduce solid waste. Policy 4 is concerned with litter control programs, and Policy 5 deals with long-range solid waste management.

Policy 1 Implement an effective recycling program in the city.

The basis of an effective recycling program is a combination of education and promotion, geared to increase individual effort in recycling programs. Active promotion by the city could include identification of items that can be reused, and locations of existing recycling centers. At the present time, recycling activities in the Monterey Peninsula area include approximately five existing and two planned "drop-off" centers and the Marina Dump Site.

Program 1a: Develop a city program to educate and promote source separation and recycling.

The need to reduce solid waste should be brought to public attention through the support of educational programs by the MPG & RDD, schools and large employers.

Policy 2 Create incentives for residents and businesses of Monterey to source separate and recycle.

Incentive programs must be economical and promote solid waste reduction. The City of Monterey will work with private disposal companies and the MPG & RDD to plan and implement these incentive programs.

Program 2a: Consider development of a curbside source separation program with the MPG & RDD, and provide lower solid waste collection fees for residents and businesses who participate.

The money received from the sale of these reusable materials, collected by the refuse disposal companies, could be used to offset the loss in revenue incurred by the lowering of the solid waste collection fees. An additional incentive to promote curbside source separation would be the allowance of unlimited cans at the curb with the practice of source separation.

Program 2b: Lacking a workable curbside program, the city will coordinate and work closely with the MPG & RDD to establish neighborhood recycling centers. The city will support the MPG & RDD in its efforts to seek grant money for establishing recycling centers and solid waste education programs.

Neighborhood recycling centers, if strategically located, will promote source separation and recycling. Lacking a workable curbside program, neighborhood centers can be set up to make recycling convenient to residential and business communities alike. These centers will allow people to feel recycling is more a part of their community, and will provide convenience, which also encourages recycling.

Program 2c: Encourage MPG & RDD or disposal companies to consider "buy back" programs where recycling centers pay a set price per pound of material brought in.

If feasible, such a program could further encourage recycling efforts.

Program 2d: Support state and federal legislation to establish a deposit on bottles and other items that can be reused.

Policy 3 Plan for source separation and recycling of solid waste in new development proposals.

The city will work with developers to plan for source separation in new residential, commercial and industrial developments.

Program 3a: Emphasize solid waste planning during the city's development review phase of proposed projects.

Working with the MPG & RDD to establish recycling centers in new developments will promote source separation and recycling due to location and convenience.

Program 3b: Encourage the use of on-site composting of wet garbage on larger single family lots.

Policy 4 Support litter control programs.

Program 4a: Continue to work with MPG & RDD to develop litter control and abatement programs.

The district currently employs one person to clean streets, parks and beaches. The city should continue to support this effort.

Program 4b: Discourage littering by providing trash facilities.

Providing dumpsters and trash barrels throughout the city will encourage people to use them.

Program 4c: Work with MPG & RDD, city schools and other agencies to discourage littering through educational programs and radio and TV announcements.

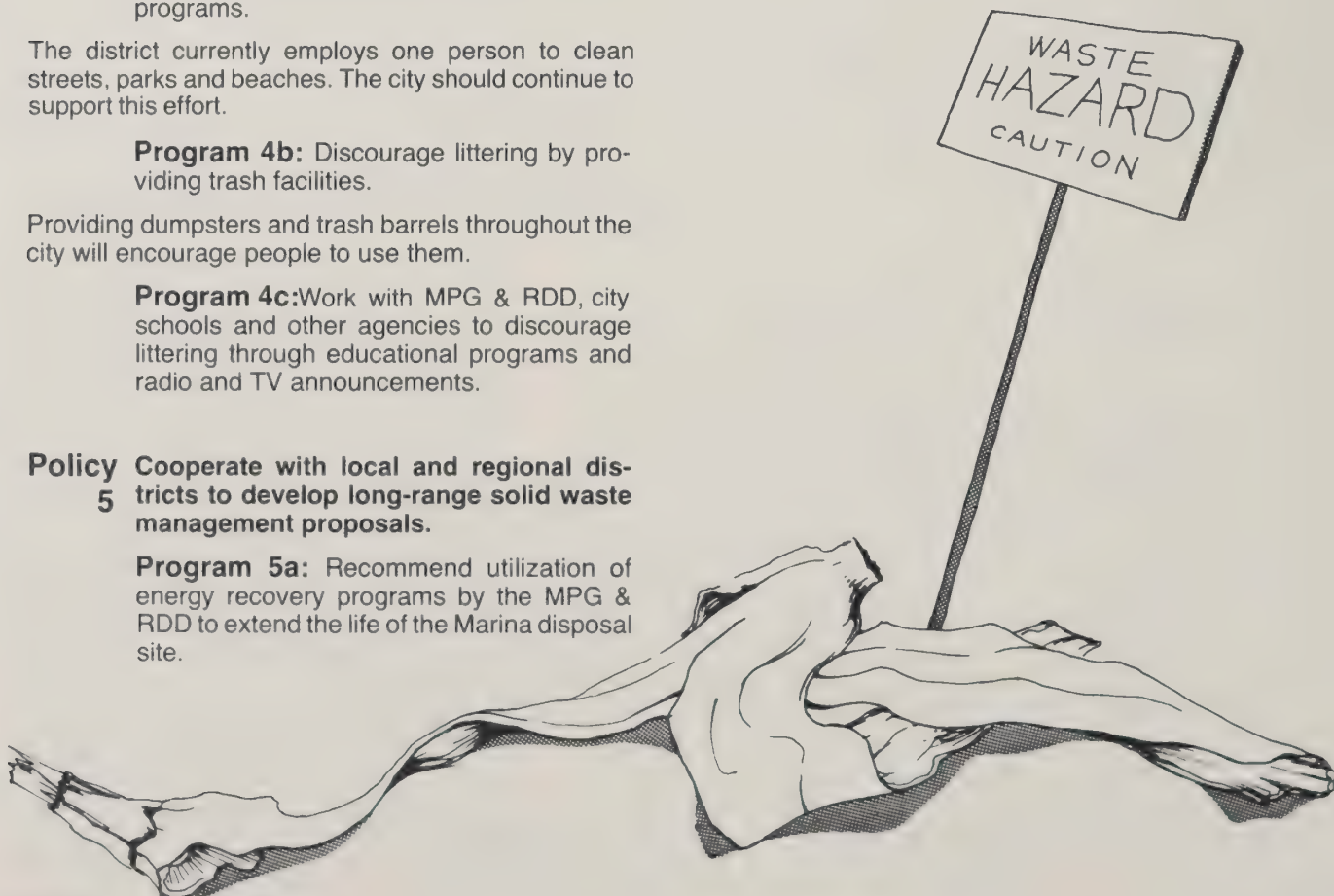
Policy 5 Cooperate with local and regional districts to develop long-range solid waste management proposals.

Program 5a: Recommend utilization of energy recovery programs by the MPG & RDD to extend the life of the Marina disposal site.

There are several current methods by which wastes can be converted to energy. These include producing methane from landfills and pyrolysis systems that also produce gas. The MPG and RDD has been studying the possible implementation of these types of energy recovery programs.

Program 5b: Encourage efforts of other agencies to provide safe handling of hazardous wastes.

A recent report prepared for the County of Monterey indicated that hazardous wastes at this time are not a major problem and are transported to certified disposal sites outside the county. A recommendation was made to develop a temporary holding site in the county for these wastes until they can be transported to disposal sites. Studies are still in progress. The city will follow these closely and provide input as necessary to insure safe and adequate practices for handling hazardous wastes. The City of Monterey has recently adopted a hazardous waste control ordinance.



5.

ENERGY

ISSUES

Monterey is caught in the energy paradox. Like most California communities, Monterey is virtually without voice in relation to vital national and international energy policies and actions that affect the availability and cost of delivered energy.

The effects of energy costs and problems of supply are felt most immediately at the local level. Energy cost and supply problems affect our community's prosperity and our ability to grow and meet the needs of present and future citizens. It is not unreasonable to assume that Monterey's future community growth and development may hinge upon local policies and programs designed to reduce energy consumption and promote the use of renewable resources.

The most important step the community can take now is to stretch our present energy supplies through conservation. Daniel Yergin, writing in **Energy Future**, said, "If the United States were to make a serious commitment to conservation, it might well consume thirty to forty percent less energy than it now does and still enjoy the same or an even higher standard of living. That saving would not hinge on any major technological breakthrough and would require only modest adjustments in the way people live." What is implied in Yergin's statement is that the best implementation of energy conservation would be at the community level, where tangible programs and measurements of energy needs can be assessed best. Further, citizens at the local level can be motivated to conserve because of enlightened self-interest.

Monterey does not have the energy problems that other communities experience as a result of rapid growth, energy-intensive industries or severe climate, which place an insatiable demand upon energy. However, Monterey's non-metropolitan location, plus considerable reliance upon seasonal tourism, automotive transportation and the presence of the federal military, make the community very dependent upon imported energy of all types.

The pattern of energy consumption in the Monterey community parallels statewide consumption patterns. In these, automobile fuels and home heating are the largest consumers for most Californians. Forty-two percent of 1979 statewide consumption was in the residential sector, and represented an area affected by personal individual decisions. It is target area for present-day energy conservation efforts.

USE OF PRIMARY ENERGY SOURCES AND ELECTRICITY BY SECTOR AND PERCENT OF TOTAL ENERGY SUPPLY IN 1977

Energy Source	Transportation	Residential	Non-Residential	TOTAL
PETROLEUM	41%	19%	2%	62%
NATURAL GAS	*	15%	11%	26%
ELECTRICITY	*	8%	4%	12%
TOTAL	41%	42%	17%	100%

*negligible

SOURCE: Energy Choices for California . . . Looking Ahead. Introduction to the 1979 Biennial Report of the California Energy Commission, March 1979.

The community of Monterey is unique in its specific characteristics, energy consumption patterns and conservation and energy policy objectives. Residential energy patterns are influenced by a wide variety of factors such as lifestyle, income level, type and orientation of dwellings, spending patterns, and so on. Communities must implement programs to fit their own circumstances; no national models exist. Since energy conservation is essentially a long-range strategy, the sooner these energy techniques are used, the sooner the dividends will be realized. And local energy conservation efforts will be beneficial.

Conservation is seen as a reduction in the rate of energy consumption and also an increase in the efficiency of energy usage. The city of Monterey is qualified to deal with problems of energy usage due to its accessibility, authority, local involvement and incentives.

GOAL

Reduce energy consumption while obtaining the maximum efficiency of the energy used. In order to achieve this goal, the City's proposed programs are aimed at reducing overall consumption by 30%. A system to monitor energy consumption should be developed with PG&E, along with information from gasoline sales. Periodic review of energy consumption patterns will determine whether all types of land uses are meeting this goal, and where programs can be redirected if necessary.

POLICIES AND PROGRAMS

The intent of this plan is to encourage an effective and efficient use of energy in all its critical forms by public and private users alike. The plan is intended to generate programs in energy conservation, with emphasis placed on public participation and education in the development of community energy programs. Residential energy conservation and vehicular fuel conservation are the two areas where local programs could have the greatest effect.

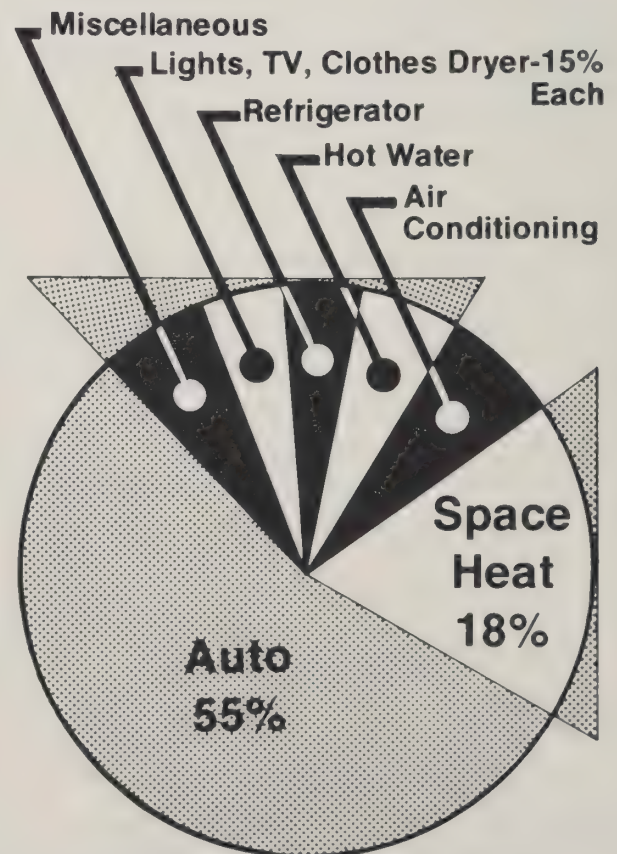
Policies 1 and 2 promote energy efficiency through land use controls and building designs. Policy 3 pursues a managed transportation program which facilitates a reduction in vehicular fuel consumption. Policy 4 involves the city and general public in energy conservation educational programs. Policy 5 seeks the development of long-range regional energy programs.

Policy 1 Regulate the use of land to minimize energy consumption and maximize the efficiency of energy consumed.

The basis of this policy is the recognition that land use design is a major factor in energy conservation. Implementing energy efficient planning will require a full examination of land use regulations, their current effects on project design and their modifications for energy efficiency.

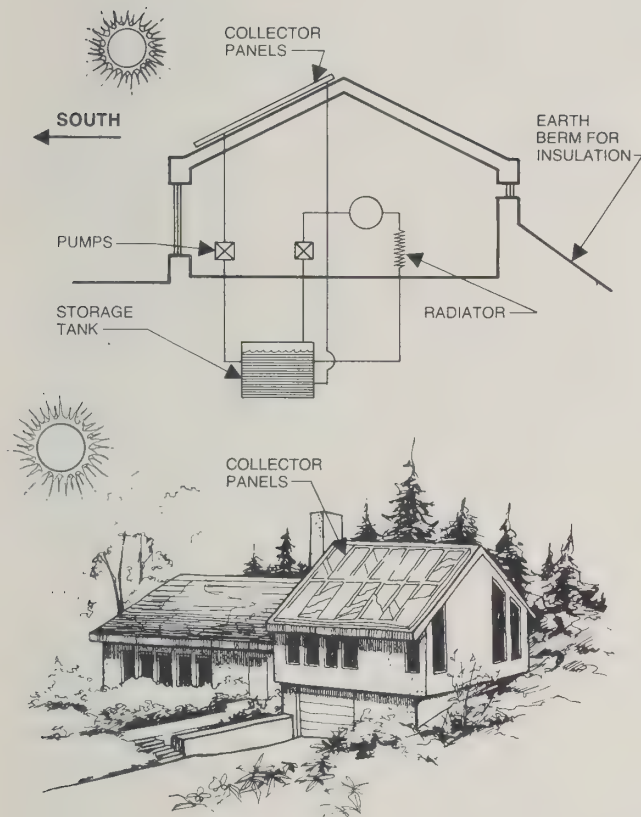
Program 1a: Encourage land use arrangements, densities and uses that reduce travel time and enhance opportunities to use public transportation.

Personal Energy Use Pie



Electric Waste Heat Included
Data Source: SRI 1972, 1973-Rand 1973

Active Solar Heating

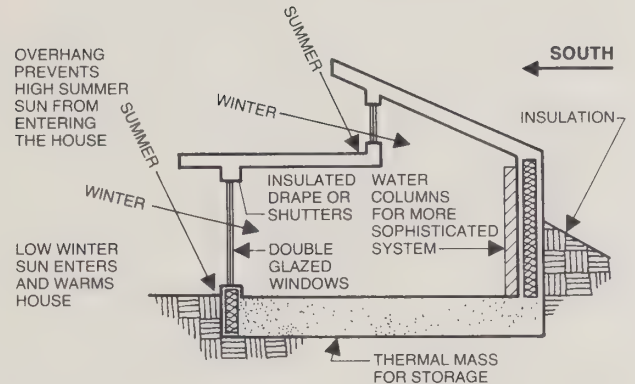


In planning for future growth and land use, emphasis should be on urban development planned and designed with convenient access to shopping and employment centers. Clustering of new residences, infilling existing urban areas, developing at higher densities, and locating developments near public transportation are examples of how regulation of land use can reduce travel needs. Integration of commercial uses in neighborhoods, utilization of multiple-use buildings, and increased use of home occupations also serve this function. Energy efficiency should be a major consideration when evaluating transportation element policies.

Program 1b: Prepare and adopt appropriate criteria for subdivision and site plan review to promote energy-efficient land use designs in new residential developments.

State law requires that subdivisions provide opportunities for natural heating and cooling to the extent possible. Considerations include proper lot and building orientation and landscaping. Locating dwellings in an east-west manner with a southern exposure can maximize the potential for passive solar heating.

Passive Solar Heating

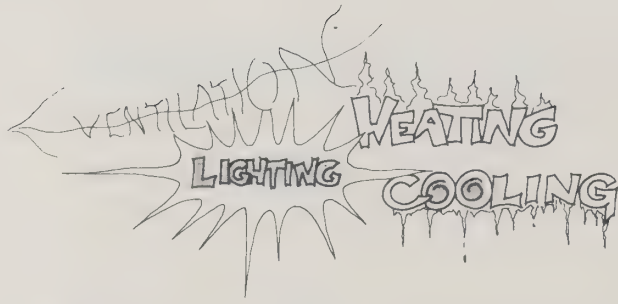


Landscaped windbreaks can reduce infiltration of cold air into buildings. The city should develop energy guidelines to aid in subdivision design and review.

Policy Adopt building design standards that reduce energy demand and maximize energy efficiency.

To encourage energy conservation and solar energy utilization in new development, building standards should be adopted, incorporating energy-efficient criteria which can be promoted at the design review stage of the project and applied as conditions for project approval.

Program 2a: Consider preparation of new building design standards, in addition to existing state requirements, that maximize energy efficiency for new or rehabilitated residential, commercial and industrial developments. Design standards should consider a performance-based energy consumption standard for new buildings and ways of implementing this standard.



The intent of this program is to reduce the energy demand for heating, cooling, ventilation and lighting through building design standards. Basic design options include utilization of common wall areas to reduce space heating and cooling; passive and active solar systems to include designs with south-facing windows, skylights and greenhouses, avoiding concentrations of windows on the north side; window glazing; weather stripping; floor insulation; high-energy fireplaces; landscape shading devices; and adequate pipe insulation. Installation of energy-efficient street lighting should be required.

The state currently regulates building standards in order to maximize energy efficiency in residential and commercial buildings. The City of Monterey can adapt these construction standards to local conditions to provide greater energy savings. Design standards could significantly reduce energy consumption in downtown rehabilitation programs and in new development.

Program 2b: Facilitate use of solar systems by developing “solar” zoning to protect the solar rights of property owners.

Inasmuch as large investments are required for some types of solar heating systems, a guarantee of “solar rights” in new residential developments should be developed to provide protection to solar home owners. The city should adopt “solar zoning,” which provides for solar access through modifications of the municipal zoning ordinance. Such ordinances should be reviewed to encourage solar systems by ensuring adequate provision for setbacks, height and fence restrictions, lot coverage and inclusion of solar collectors as accessory structures.

State law also requires subdivisions to provide natural heating and cooling to the extent feasible. Authority also exists under state law to prohibit neighboring properties from placing vegetation in locations that would shade a solar collector on another person’s property. Protection of solar rights also can be accomplished through dedication of easements or covenants in new developments.

The development of a solar rights program, however, should not conflict with the city’s policy to protect significant native trees and other vegetation along the wooded skyline and in view corridors.

Program 2c: Undertake programs that emphasize energy retrofitting in existing residential and commercial structures via insulation, weatherstripping and solar appliances.

Retrofitting of existing buildings with insulation and energy-conserving devices may well be the most cost effective measure to reduce energy consumption. The effectiveness of these programs can be promoted by working with utilities which offer free energy audits. California cities have found that “weatherization” of all existing residences would pay for itself within five years. PG&E currently performs free energy audits for residential and commercial buildings.

Uniform weatherization standards may be more difficult to apply to commercial, industrial and institutional buildings because their design and energy use varies considerably. Programs to require retrofitting with regard to building codes should be initiated at time of major use changes or additions. Commercial uses such as hotels and restaurants that are large energy consumers especially should be encouraged to participate in this program.

Program 2d: Investigate means of providing for substantial amounts of salvage and reuse of materials from building demolition. Instigate a recycling program to develop solid waste disposal system and sound recycling measures, as outlined in the Solid Waste Section of the General Plan.

Policy 3 The city should plan, design and manage a coordinated program of public and private transportation and facilities which maximize energy efficiency. (See also Policy 4 on page H-11.)

Program 3a: Reduce dependence on the automobile by providing and implementing programs and facilities for increased use of public transit, carpooling, bicycle and pedestrian systems.

Public transportation for both residents and visitors, and employee carpooling should be promoted and publicized. Preferential parking for carpools is one way to encourage such programs. The city should use smaller, fuel-economy vehicles in its fleet. Transportation energy efficiency can be improved by connecting highways, airport, railroad, and major activity centers with public transit systems and pedestrian and bike paths. Bike and pedestrian paths should continue to be provided and publicized. Bike riding can be encouraged by providing bike racks and lockers in public places, and allowing city employees to use bicycles for local errands. Early transit service coordination in the Highway 68 area will promote energy conservation in the future.

Program 3b: Reduce travel distances and reliance on the automobile, and facilitate increased use of public transit through appropriate land use plans and regulations. Include energy and resource efficiency as a principal factor in evaluating transportation plan alternatives.

Program 3c: Incorporate transit shelters into new building design where desirable and feasible.

Program 3d: Encourage the development of a downtown/Cannery Row people mover system.

Program 3e: Implement a park and ride program with Monterey-Salinas Transit using the large parking lots at Del Monte Center, Cannery Row, and the downtown parking garages.

Infill, multiple use and clustering of urban development should be planned and designed with convenient access to public transportation. Development that contains a range of commercial and residential uses should be encouraged, thereby reducing the need for longer distance traveling.

Program 3f: Evaluate traffic flow in the city to determine where energy-efficient standards can be applied.

Energy consumption for motor vehicles can be reduced through measures that facilitate traffic flow. These include improved traffic signal coordination where necessary, and street design standards.

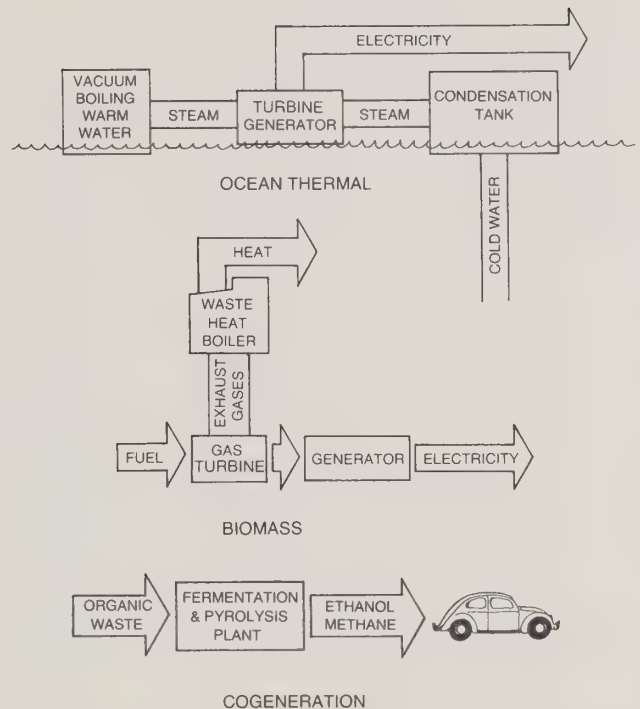
Policy 4 Exercise leadership in energy conservation in the city by educating the public about the energy problem and its effective solutions.

No city conservation program can develop without strong popular support. Since some of the foregoing programs will require initiation from residents in order to reduce community dependence on traditional energy fuels, it is crucial that the community be involved in planning sessions and public participation programs. The best success for efficient community conservation programs have come from communities with broad education plans.

Program 4a: Support public education activities that dramatize cost-saving benefits of energy conservation to local consumers, e.g., energy conservation seminars or exhibits, training and retrofitting demonstration projects (senior citizen housing rehabilitations), and publication of informational brochures and articles in local newspapers.

The city will support public education programs which explain the benefits of reducing energy consumption and introduce new energy conservation options.

Program 4b: Encourage the hotel, motel, and restaurant associations to maintain an energy conservation program on a continual basis.



ALTERNATE ENERGY SOURCES

Policy 5 Work with other local, state and federal agencies, public utilities and community organizations to implement energy conservation and longer-range renewable energy development programs.

Energy programs are of regional as well as local concern. The City of Monterey should work with other Peninsula cities, AMBAG, County of Monterey and other agencies to develop an integrated energy plan.

Program 5a: Create a City Energy Task Force to work with the county and other Peninsula cities to examine the potential benefits of energy incentives in relation to imposed energy regulations, and identify community priorities in energy matters.

A City Energy Task Force would be responsible for recommending energy programs, promoting public awareness and seeking funds for energy programs.

Program 5b: Consider development of other renewable energy programs as they become feasible.

Other renewable energy sources have been identified as longer-range options, such as biomass energy, ocean thermal conversion and cogeneration. These are all sources that require a regional approach. At this time, they are not economically feasible but should be reviewed periodically to determine when it might be appropriate to develop further studies.

6.

NOISE

PURPOSE

The purposes of the Noise section are three:

1. to identify major noise sources and issues in the city;
2. to provide estimates of existing and future noise levels from these sources; and
3. to establish goals, policies, and programs for controlling noise within the city.

SOUND MEASUREMENT

TABLE I
Common Indoor and Outdoor
Sound Sources in dBA

dBA	Sound Source
140	Sonic boom
130	Siren at 50' from receiver
120	Jet takeoff at 200', threshold of pain
115	Rock band (live) at 30'
110	Auto horn at 3', Motorcycle at 15'
100	Jet fly-over at 1000'
95	Gas lawn mower at 3'
90	Heavy truck at 50', Motorcycle at 25', passenger car (65 mph) at 25'
85	Alarm clock, electric mixer at 3'
80	Car wash at 20'
70	Freeway traffic at 50', gas lawn mower at 100', vacuum cleaner at 10'
65	Electric typewriter at 10'
60	Air conditioner at 20', dishwasher at 10'
55	Normal conversation at 3'
50	Light traffic at 100'
40	Refrigerator at 8', average office
35	Public library
30	Soft whisper at 15'
10	Rustling leaves at 10'
0	Threshold of hearing

The standard unit of sound measurement is the decibel, abbreviated "dB." Filters are used with sound level measuring equipment to emphasize various frequency ranges. The "A" filter is most commonly used since it comes closest to matching the frequency range of the human ear. These sound levels are expressed as "dBA."



The human ear can pick up sounds at around 0 to 10 dBA. Sleep is disturbed by sounds over 45 dBA. Permanent hearing damage may occur if noise exposure exceeds 75 dBA for 8 or more hours daily for many years. Table 1 describes common indoor and outdoor sound levels in dBA.

LAND USE COMPATABILITY FOR COMMUNITY NOISE ENVIRONMENTS

OUTDOOR NOISE LEVELS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL-LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL-MULTI FAMILY						
TRANSIENT LODGING- MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

SOURCE: State Department of Health, Office of Noise Control, Feb. 1976

Sound levels in city general plans must be expressed in either of two standard indexes: Level, day-night (Ldn) or CNEL (Community Noise Level Equivalent). Both of these indexes are average over a 24-hour period, with heavier weighting for the evening hours. Ldn is more often used with roadway noise and CNEL is used for aircraft noise.

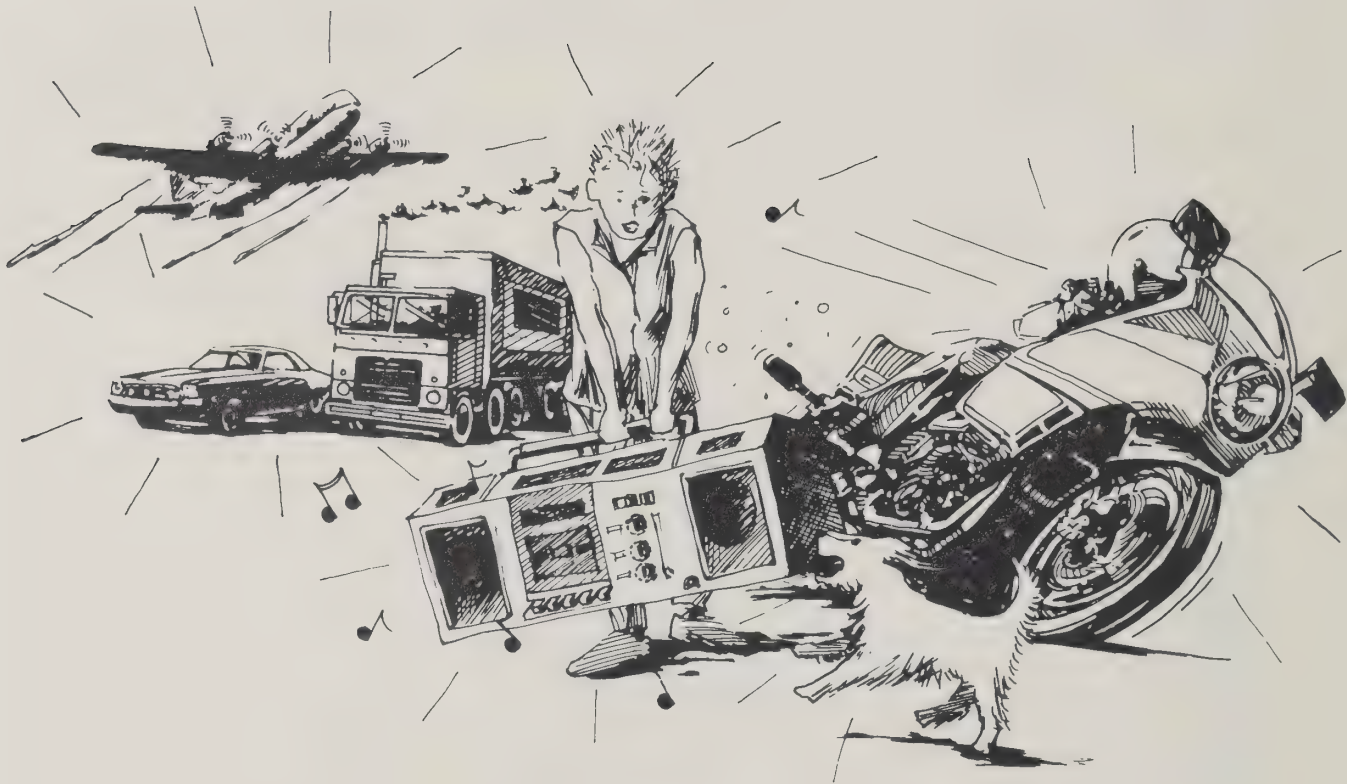
ISSUES

The major noise sources in the City of Monterey are motor vehicles (autos, trucks, buses, motorcycles) and aircraft. Over 2,300 residents were moderately impacted (60 to 70 dB Community Noise Equivalent Level) by aircraft noise and over 4,300 residents were moderately impacted by motor vehicle noise in 1980. Noise from these two sources is projected to decrease by the year 2000, even with increased volumes of traffic. This projected reduction is due to: increasingly stringent California and federal motor vehicle noise standards; new, quieter aircraft; and aircraft operational changes.

The projected decrease in noise impact due to aircraft is based on existing and projected policies and programs of the Monterey Peninsula Airport Board, Federal Aviation Administration, and other agencies which may or may not be implemented. An example is the Airport Noise Control and Land Use Compatibility (ANCLUC) Study completed jointly by the Monterey Peninsula Airport and surrounding cities in 1980. If the proposed noise control programs in this study are not adopted and enforced, the residents of Monterey can expect a significant increase in existing noise levels.

GOALS

The goal of the Noise section is to provide policies and programs to help reduce noise levels and to protect the citizens of Monterey from the harmful and annoying effects of noise.



POLICIES AND PROGRAMS

Some of the specific objectives of the policies and programs in this plan are to insure that: residential areas are the quietest areas of the community and are quieter at night than in the daytime; noise levels in commercial areas do not interfere with normal business activity; noise from the primary sources of noise in Monterey (motor vehicles and aircraft) will be reduced; and new developments will be compatible with the noise levels from the airport and existing and proposed roadways.

a. Motor Vehicle Noise

In 1977, noise levels were measured adjacent to each of Monterey's major roadways. These measurements indicated that state standards were exceeded in a number of areas. Residential areas were impacted by high noise levels along Highway One, David Avenue, and Pacific Street. Del Monte School, Bayview School, and San Carlos School were also impacted by motor vehicle noise. Commercial areas were impacted by traffic noise along Lighthouse Avenue, Del Monte Avenue and Franklin Street.

The following policies and programs are aimed at trying to reduce the noise levels in these problem areas.

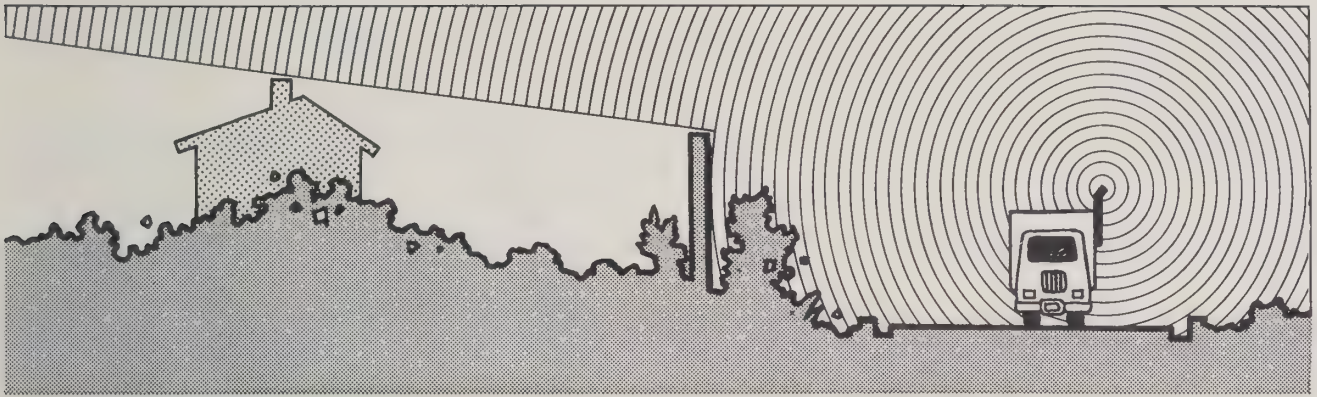
Policy 1 Noise should be minimized in predominantly residential areas by discouraging or prohibiting through traffic.

Program 1a: Truck traffic should be limited solely to local delivery.

Program 1b: Wherever feasible, trucks and through traffic should be routed onto the freeway and major non-residential roads, even where such routing is not the shortest distance between points.

These policies and programs are aimed at trying to maintain our residential areas as the quietest areas of the community.

Noise Barriers



A BARRIER MUST BLOCK THE "LINE OF SIGHT" BETWEEN THE HIGHEST POINT OF A NOISE SOURCE AND THE HIGHEST PART OF THE RECEIVER.

Policy 2 Traffic flow systems should be designed to minimize motor vehicle noise.

An effective method to reduce motor vehicle noise levels is to minimize the stops and starts along city streets.

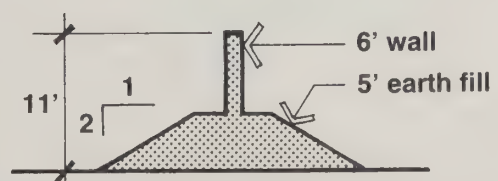
Program 2a: City traffic flow systems should be periodically re-evaluated to determine if traffic flows can be adjusted through synchronized signalization or other means to minimize traffic stops.

Policy 3 The city should cooperate with the California Highway Patrol in the active enforcement of state motor vehicle noise standards.

Active enforcement of state motor vehicle noise standards (especially altered or illegal mufflers) can keep these contributors to the noise problem under control. The city enforces state motor vehicle noise standards on city streets and the Highway Patrol enforces these standards on state highways.

Policy 4 The city and state should continue to identify and protect areas adjacent to existing and future freeways and roadways impacted by incompatible noise levels.

The city and state should work cooperatively to try to minimize noise levels along existing state highways and areas of future construction using barrier walls, earth berms, landscaping and other means.



A COMBINATION OF WALLS, BERMS AND LANDSCAPING ADJACENT TO A MAJOR ROADWAY CAN BE AN EFFECTIVE AND VISUALLY PLEASING METHOD OF REDUCING NOISE IMPACTS.

Policy The city should develop and encourage
5 the use of bicycle and pedestrian routes
as alternatives to the automobile.

The city adopted a Bikeways Plan in 1974 and has constructed a number of the recommended bike routes since that time. A citywide system of bike routes connecting all major activity areas in the city has not been completed. In some cities, the bicycle has become a major alternative to the automobile for short trips. Being a major visitor destination point, Monterey has the potential for developing a useful system of scenic and enjoyable bicycle and pedestrian paths.

Program 5a: Implementation of a citywide bikeway system should be given high priority in the city's Capital Improvement Program.

Program 5b: The proposed Monterey Peninsula Recreational Trail along the Southern Pacific railroad right-of-way should be developed as soon as possible.

Program 5c: Separated bikeway and pedestrian systems should be designed into all new roadways and major improvements of existing roadways where feasible and in conformance with the city General Plan and area plans.

b. Aircraft Noise

In 1979, the City of Monterey co-sponsored a federally funded study with the Monterey Peninsula Airport District, the county, and other surrounding cities. This study was called the Airport Noise Control and Land Use Compatibility (ANCLUC) Study. The following goals adopted in this study are included here as a part of the General Plan. (See also the Aircraft Transportation section in the Transportation Element.)



GOALS

1. To make the Monterey Peninsula Airport and its affected neighborhoods and communities mutually compatible.
2. To reduce total aircraft noise exposure levels in the Monterey Peninsula Airport environs to a maximum acceptable level.
3. To reduce single-event noise intrusions in residential neighborhoods.
4. To reduce the community's exposure to nighttime and early morning aircraft noise.
5. To work together to design, achieve, and maintain a level of local air service that will be compatible with community social and economic needs as well as environmental considerations.
6. To develop a planning framework that achieves a balance between the community's needs for air transportation service and new housing demand, and that also considers community safety and environmental needs.

Noise level measurements and citizen complaints reviewed in this ANCLUC Study indicated that aircraft noise (over CNEL 65) was a particular problem at the following schools and residential neighborhoods: Santa Catalina, Del Monte, and Naval Postgraduate schools; and the Del Monte Dunes, Del Monte Grove, and Oak Knoll neighborhoods. The ANCLUC Study also indicated that noise annoyance from small, private general aviation aircraft was experienced in the Del Monte Fairways and Fisherman's Flats neighborhoods.

State law has established community noise level standards for residential areas near airports. These standards indicate that the maximum CNEL for residential areas around existing airports is 70 dBA until December 31, 1985, and 65 dBA thereafter. Achievement of these standards is the responsibility of the airport owner.

State law also requires that developers of new residential structures proposed to be located within contours of CNEL 60 or higher, as shown on the most recent local General Plan, must complete an acoustical analysis showing that the structures have been designed to limit intruding noise to an interior level of 45 dBA. The city is responsible for enforcement of this regulation. Building plans and acoustical analyses are reviewed by the chief building inspector to insure that state standards are met.

The land use compatibility standards in the following table were adopted in the ANCLUC Study to address these state requirements and the findings of the study.

Existing Noise Contours. LDN-CNEL

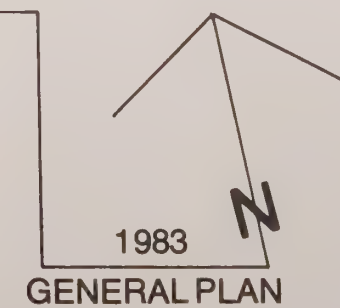
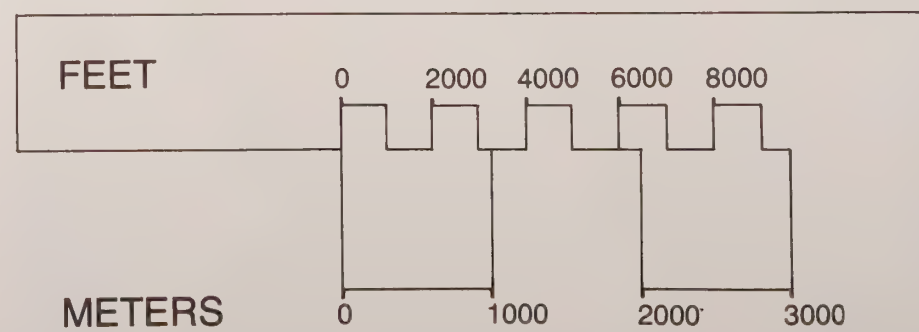
LEGEND

- 60 dBI

- 70 dBI

ROAD - 1977 - LDN

AIRCRAFT - 1979 - CNEL



CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. 10

Airport Land Use Compatibility Standards

NOISE EXPOSURE	LAND USE STANDARD
1. Above CNEL 75	1. All land in this category should be under airport ownership or control.
2. CNEL 65-75	<p>2. a. Obtain avigation easements and soundproof (insulate) existing residences, schools, and other noise-sensitive development to achieve interior noise levels of CNEL 45 or below.</p> <p>b. Permit no new residential or other noise-sensitive development in areas exposed to noise levels above CNEL 70.</p> <p>c. Require adequate sound insulation and avigation easements for all new residential and other noise-sensitive development in areas exposed to noise levels from CNEL 65-70.</p>
3. CNEL 60-65	3. Require acoustical studies of proposed new residential and other noise-sensitive development. Require sound insulation as necessary to achieve interior noise levels of CNEL 45 or below. Require avigation easements as necessary.

Policy 6 Support the elimination of local training operations at the airport once an alternative facility is developed elsewhere in the county.

Local general aviation training operations have been determined to cause much of the noise annoyance experienced by residents surrounding the airport.

Program 6a: Encourage the airport district to limit touch and go and other training operations to weekends, eventually phasing them out altogether.

Policy 7 Support the Airport District Board's policy of attempting to limit aircraft operations to the hours between 7 a.m. and 11 p.m.

Presently, air carriers are the only types of aircraft that are limited by contract agreement to the 11 p.m.-7 a.m. curfew. Other types such as general aviation are only encouraged not to fly during the curfew hours.

Policy 8 Support limiting the number of fixed-base general aviation aircraft at the airport to the existing number.

Since the noise from general aviation aircraft is a major complaint, and since the increasing demand for permanent-base facilities is largely from outside the county, it seems reasonable to limit the growth of these types of aircraft.

Policy 9 Continue to work with the military to obtain limitations on military aircraft operations at the airport similar to those for civilian aircraft.

Military aircraft serving operations out of Fort Ord have not always followed airport district curfew and noise abatement operational procedures. The noisier aircraft used by the military make this problem worse.

Policy 10 Support improvements and operational changes at the airport that promote safety and noise reduction.

A number of operational changes have been proposed at the airport to reduce noise levels over residential areas. One of these changes is to have more aircraft land and take off to the east. This, of course, just shifts the area of noise impact away from existing residential areas west of the airport to the area east along Highway 68 planned for future residences.

Program 10a: Support the construction of a new general aviation runway and the closing of the cross-runway only if additional studies indicate the noise impact will not be increased in existing residential neighborhoods.

Program 10b: Support extension of the main runway only if additional studies indicate the need for safety purposes.

A new general aviation runway is proposed north of the present main runway. The proposal may have both safety and noise reduction advantages. The flight paths can be shifted away from the air carrier path and away from impacted residential neighborhoods. These flight path shifts, however, are dependent on the Airport Board and FAA adopting and enforcing the necessary regulations.

The present cross-runway used by general aviation aircraft that causes noise complaints in adjacent neighborhoods can then and should be closed.

Policy 11 Work with the airport district, airport land use commission and surrounding cities in implementing the recommendations of the the ANCLUC study, planning for appropriate land uses around the airport, and in developing solutions to existing noise problems.

State law requires that each airport land use commission (ALUC) develop a comprehensive land use plan for areas surrounding public airports. Because of the lack of funds and staff, this plan has not been developed for the Monterey Peninsula Airport.

7.

SCENIC HIGHWAYS

a. Issues

The renowned scenic environment of Monterey and the Peninsula stems from its two dominant features: the coastline and the central ridge of wooded hills. The preservation of these two features is imperative if the scenic character of the area is to be maintained.

The wooded ridgeline runs through the heart of the Peninsula with numerous fingers extending outward to the sea, helping to define the individual communities. The wooded canyons created by these fingers are used for roadways. Two of these canyons in Monterey are also city parks. The beauty of Highway 68 also stems from its location in a wooded canyon. These roadways thus serve as wooded, parklike drives and provide visually and environmentally significant open space within the urban area.

Past City of Monterey and county general plans have recommended that a system of "parkways" be created along these wooded roadways. These plans indicated that such a system would be one of the Peninsula's major attractions. Residents and visitors alike gain their major impressions of the area from the views from our principal roads.

b. Goal
The goal of this Scenic Highways element is to develop a system of scenic roadway corridors which follow a parkway concept.

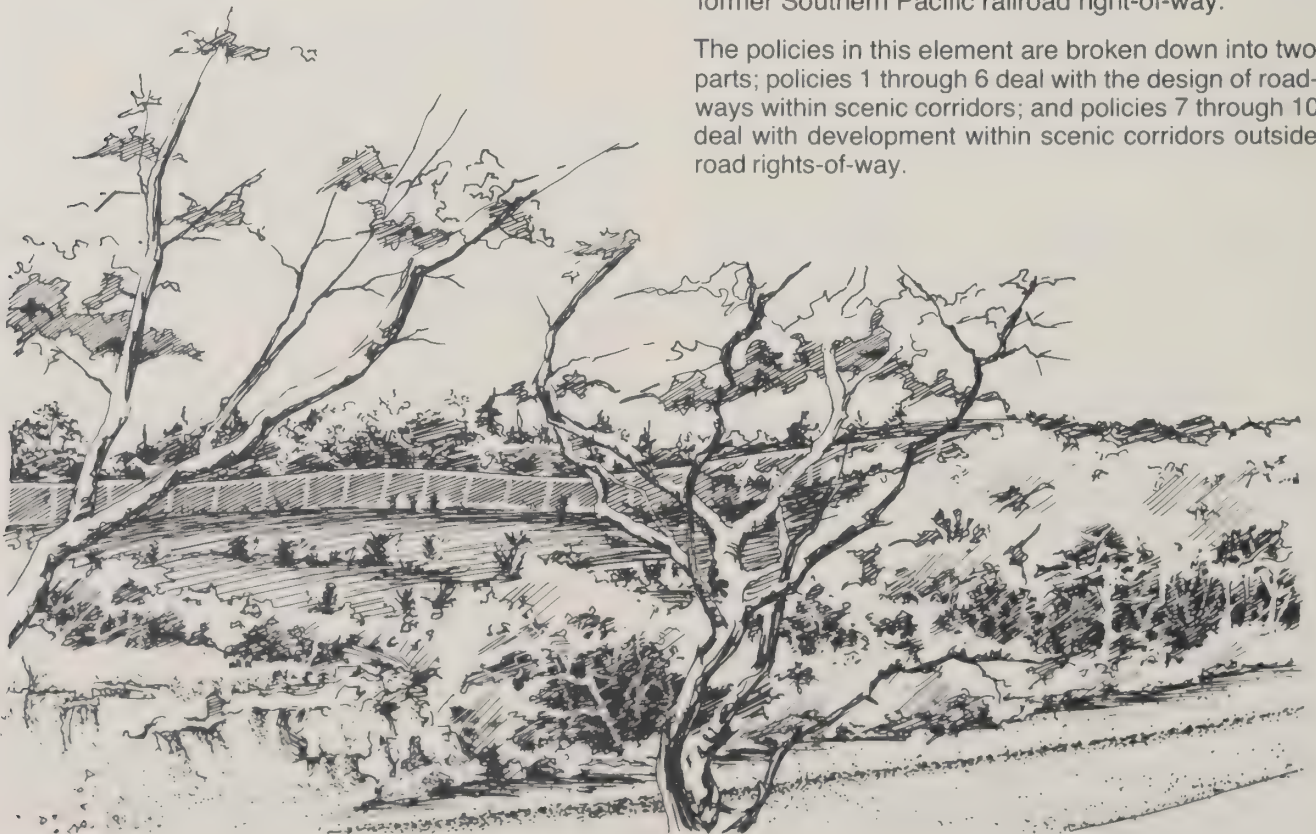
c. Policies
The city's scenic roadway corridors will be developed, protected, enhanced, and woven into a citywide system through the implementation of the policies in this plan.

There are two state and one county officially adopted scenic highways in the city's planning area. The state scenic highways are: Highway One, from the Highway 68 interchange near the Naval Postgraduate School to Carmel; and Highway 68, from Highway One to the Salinas River. Part of Highway One in Monterey County was the first official scenic highway in the state.

The official county scenic highway is Los Laureles Grade Road between Highway 68 and Carmel Valley Road. This was the first county scenic highway in the state.

A number of corridors are recommended for possible adoption as official scenic corridors. Recommended state scenic corridors are: Highway One from the Highway 68 interchange to the Seaside city limit, and Highway 68 from the Carmel Hill interchange to New Monterey. Recommended local scenic corridors are: Aquajito Road; Foothill-Monhollan Road; and the former Southern Pacific railroad right-of-way.

The policies in this element are broken down into two parts; policies 1 through 6 deal with the design of roadways within scenic corridors; and policies 7 through 10 deal with development within scenic corridors outside road rights-of-way.



d. Design of Roadways Within Scenic Corridors

- Policy 1** Significant natural features within scenic corridors should be preserved and enhanced to the maximum extent possible in the design and construction of scenic highways.

These natural features include: ridgelines, hilltops, rock outcroppings, stream and creek beds, scenic vistas, wildlife habitats, oak groves, and other significant natural vegetation.

- Policy 2** Highway construction grading should not take place outside the roadway right-of-way.

- Policy 3** Consideration should be given to using bridges for crossing wooded canyons.

Highways should be designed to blend with the natural topography and prevent large cut-and-fill operations.

- Policy 4** Roadway lighting and signing should be minimized, of low-profile design, and designed to enhance the scenic character of the corridor.

- Policy 5** Bridge abutments and drainage structures should be blended into the natural terrain as much as possible.

- Policy 6** Where feasible, direct driveway access to scenic highways should not be permitted from individual properties.

Most of the scenic corridors run through wooded canyons and create a rural feeling. This effect will be destroyed if residences are permitted to line the roadway in a manner similar to Josselyn Canyon Road.

e. Development Within the Scenic Corridor Outside the Road Right-of-Way

- Policy 7** Development should be oriented to the natural terrain by encouraging innovation and variety in site design, grading techniques, building types and spacing of buildings.

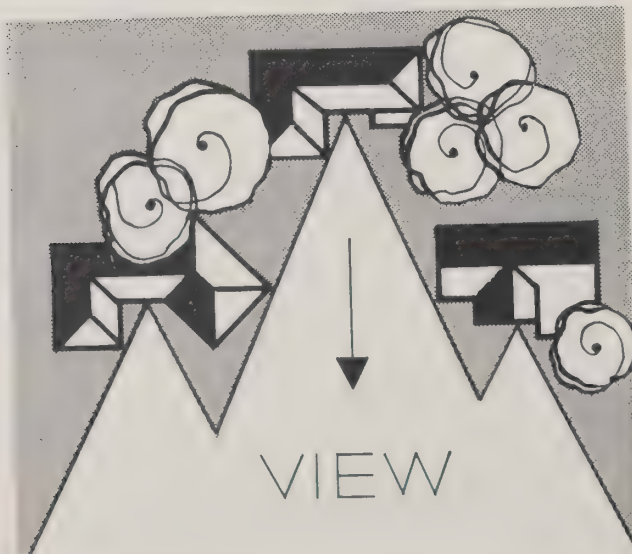
A major consideration in the design and review of development proposals within scenic corridors is their impact on views from the scenic roadways. These developments should blend into the natural surroundings and not detrimentally impact significant natural features such as the wooded ridgeline, hilltops, etc.

- Policy 8** Grading and removal of vegetation should not take place in areas over 25% slope, major drainageways, highly erodable soils, or areas of high visibility.

In addition to preserving the scenic qualities of the scenic corridor, this policy indicates that development should also avoid potentially hazardous areas which could lead to landslides and erosion.



Provide View Slots to and from Hillsides



Policy 9 Frontage roads should not parallel scenic freeway lanes unless screened by terrain or vegetation.

Frontage roads detract from the scenic qualities of an area and should be located within an adjacent development or screened by natural features where possible.

Policy Landscaped greenbelt areas should be established along the borders of scenic highways.

Landscape buffers should be provided at least 100 feet in width from the ultimate planned right-of-way of the scenic highway.

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GENERAL PLAN

MAP NO. 11

Historic Preservation

C.

Historic Preservation

1. INTRODUCTION
2. PURPOSE
3. GOALS
4. POLICIES AND PROGRAMS

1.

INTRODUCTION

Monterey's heritage of historic buildings enriches the community culturally, architecturally and even financially. Adobe and stone structures of the Spanish and Mexican eras (1770-1846) are a major tourist attraction and are important to national, state and local history. Other buildings of the American era are also significant.

This community has preserved many historic structures for future generations to appreciate. Each decade brings an increasing value to recognized buildings such as the adobes, and adds value to lesser-known structures like the ornate Victorian homes.

It is in the city's best interest to promote preservation of these buildings of historical significance.

2. ISSUES

a. Maintenance of Presently Designated Historic Structures

Due to preservation efforts over the past 140 years, the city is blessed with about 46 recognized historic buildings from the period 1770-1870. Page C-4 lists these structures. Some are more protected than others. Continued preservation requires a variety of community efforts, including those detailed in this element.

b. Additional Designation of Historic Structures

The passage of time often makes previously unappreciated structures into treasures. Before the 1960s, few people saw value in preserving Victorian homes of the 1860s to 1890s. Today, there is a nationwide trend to preserve these increasingly rare dwellings.

Now and in the near future, some 20th century home styles may become important to preserve. Such styles as shingle, bay tradition, bungalow and Spanish revival may be threatened and diminish to a limited supply. The community may wish to restore and preserve such structures as it has done in the past with the adobes.

c. Historic Resources Other Than Buildings

This element concentrates on buildings of the period 1770 to 1930. However, there are many historic resources in Monterey other than buildings: Native American archaeological sites, statues and monuments, streets, and paths and trees. The city may wish to take action to also preserve and protect these resources.



TYPICAL PERIOD REVIVAL HOUSE



PERRY HOUSE



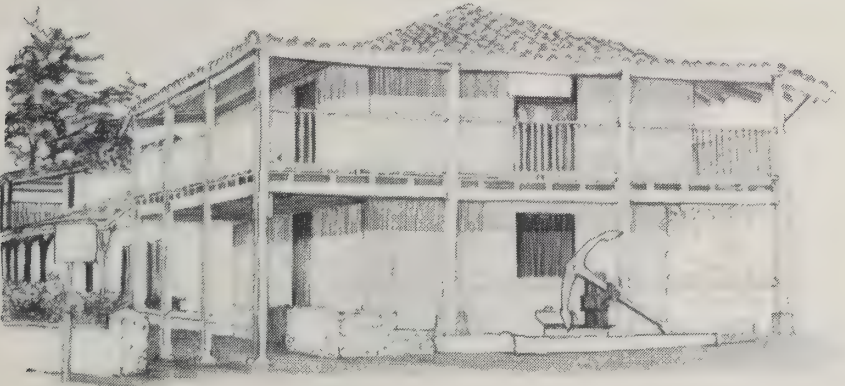
JULIA MORGAN HOUSE
TYPICAL SHINGLE STYLE HOUSE



LARKIN HOUSE



FIRST THEATER IN CALIFORNIA



CUSTOM HOUSE



PACIFIC HOUSE

3. GOALS

The following city goals should provide direction for more specific policies and programs addressing city historic preservation issues:

- a. Preserve Monterey's heritage of adobe and stone buildings of the Spanish and Mexican eras for future generations to enjoy.
- b. Preserve other noteworthy 19th century structures, such as Victorians.
- c. Preserve early 20th century structures that may become rare and endangered during the next few decades.
- d. Protect historic districts.

4. POLICIES AND PROGRAMS

City policies and programs for the preservation of historic structures should reinforce and expand past community programs. The city benefits from the accumulated efforts of many civic-minded local citizens as well as the federal and state governments. These resources have achieved the level of historic preservation which we enjoy today, and should be recognized.

At the same time, policies and programs should reflect the changing priorities of society. Seemingly ordinary buildings of today can be restored to a vital community role tomorrow. The city must be able to seize opportunities to save and restore these historic treasures before they approach extinction. The city should recognize the strong volunteer spirit in the community and encourage this spirit to become productive in the preservation and restoration of historic buildings.

List of Historic Structures 1770-1930 in Monterey

Structure	Location	National Register	State Park and City-Owned	State "Significant" List	H Zone	1977 Nomellini-Wileman Study
First French Consulate	Camino El Estero		X	X	X	X
First Theater	Pacific St.	X	X	X	X	X
Fremont Headquarters	Hartnell St.			X	X	X
Gordon House	King St.	X		X	X	X
Casa Guitierrez	Calle Principal	X	X	X	X	X
Merritt House	Pacific St.	X		X	X	X
Casa del Oro	Scott St.	X	X	X	X	X
Casa Pacheco	Webster at Abrego			X	X	X
Rodriguez-Osio Adobe	Alvarado St.			X	X	X
Casa Sanchez	Alvarado St.			X	X	X
Casa Serrano	Pacific St.				X	X
Sherman Headquarters	Calle Principal	X	X	X	X	X
Casa Soberanes	Pacific St.		X	X	X	X
Casa de Soto	Pierce St.			X	X	X
Casa de Soto	Joaquin Court			X	X	X
Stevenson House	Houston St.	X	X	X	X	X
Stokes Adobe	Hartnell at Madison	X		X	X	X
Casa de la Torre	Jefferson St.	X		X	X	X
Whaling Station	Pacific St.	X	X	X	X	X
El Castillo (Foundation)	Presidio of Monterey	X				
Old St. James Church (M.H. O'Donnell Library)	Van Buren St.			X		X
Casa Munras	Munras Ave.					X
Presidio Chapel-San Carlos	Church St.	X		X	X	X
Casa Abrego	Abrego at Webster			X	X	X
Casa Amesti	Polk St.	X		X	X	X
Casa Boronda	Boronda Lane			X	X	X

Structure	Location	National Register	State Park and City-Owned	State "Significant" List	H Zone	1977 Nomellini-Wileman Study
Casa de Castro	Castro Rd.			X	X	X
Casa Madariaga	Abrego St.			X	X	X
Estrada Adobe	Alvarado St.			X	X	X
Larkin House	Calle Principal	X	X	X	X	X
Perry Residence	Van Buren St.			X		X
Colton Hall and Jail	Dutra St.	X	X	X	X	X
Vasquez Adobe	Dutra St.	X	X	X	X	X
Underwood-Brown Adobe	Pacific St.	X	X	X	X	X
Casa Alvarado	Dutra St.	X	X	X	X	X
Casa Alvarado	Alvarado St.	X			X	X
Casa Bonifacio	Mesa Rd.			X	X	X
Casa Buelna	New Perry House			X	X	X
Capitular Hall	Pacific St.			X	X	X
Cooper-Molera Adobe	Munras Ave.	X	X	X	X	X
Custom House	Custom House Plaza	X	X	X	X	X
Pacific House	Custom House Plaza	X	X	X	X	X
Casa de Doud	Van Buren St.	X		X	X	X
First Federal Court	Polk at Hartnell	X		X	X	X
First Brick House	Pacific St.	X	X	X	X	X

A. NATIONAL REGISTER

The National Historic Preservation Act of 1966 established a centralized list of important older buildings called the National Register of Historic Places. Two districts and several buildings in Monterey have met national criteria and have been placed on the Register. This provides some tax advantages to the owners, and limited protection against demolition.

B. STATE PARK AND CITY-OWNED

Several historic structures, are owned by government agencies, which attests to their importance. A structure must be significant before the State or the City will purchase and restore it, using scarce public funds.

C. STATE "SIGNIFICANT" LIST

The 1981 California Department of Parks and Recreation "Monterey State Historic Park Plan", page 16, lists a number of buildings of historic significance. This Plan was prepared by several recognized experts, including Bob Reese of the California Department of Parks and Recreation.

D. H Zone

In 1964, the City of Monterey adopted an overlay zone to protect important historic buildings. This overlay zone augments and effects the underlying zoning (commercial or residential). Any physical change to a historic building in the H zone requires review by the City Planning Commission, which gives limited protection to such structures.

E. 1977 NOMELELLINI-WILEMAN STUDY

The City Community Development Department commissioned this 200-page study by two college students in 1977. Individual histories of important buildings in Monterey were developed by the students and reviewed by history experts in the Community. This document is available from City staff for a fee, and is the Technical Study to this General Plan Element. It is the most complete such study done in recent years.



ROYAL PRESIDIO CHAPEL

Much of the financial base for this preservation effort comes from the state. In recent years, state funds have been limited, but Monterey State Historic Park continues to be expanded and restored. The city must rely on the California Department of Parks and Recreation for this work.

HOUSE OF THE FOUR WINDS



Policy 1 The city should coordinate historic preservation efforts in and around Monterey State Historic Park with the California Department of Parks and Recreation.

Program 1a: The city should lobby state government to assure continued state funding for acquisition and preservation of pre-1870 buildings in Monterey.

Program 1b: The city should use the H Zone and other statutory powers to protect pre-1870 buildings, especially those in public ownership.

Program 1c: The city should cooperate with the state in diversion of vehicular traffic around concentrations of the state park and other historic buildings where appropriate and feasible. The city traffic committee can take a lead role.

Program 1d: The city should continue to encourage the U.S. Army to add El Castillo, the old Spanish and American fortress, to Monterey State Historic Park.

A majority of the significant historic buildings in Monterey are not in state ownership. Some are city-owned; some are private stores and offices; some are owned by non-profit groups. These buildings are as important to Monterey as the State Historic Park, and may have less funding for restoration.

Policy 2 The City of Monterey will take all reasonable steps within its power to assure the preservation of pre-1870 structures, whether or not they are included in the State Historic Park.

Program 2a: The city will continue to be responsible for maintenance and restoration of heritage structures which are in its custody: Colton Hall, Old Jail, Underwood-Brown Adobe, Vasquez Adobe, Osio Adobe, and First French Consulate. City funds will be used on a limited but continuing basis.

Program 2b: The city should attempt to assist private groups in the acquisition, restoration and maintenance of pre-1870 buildings through loans and revolving funds, and where feasible, waivers of city standards which would not adversely impact the community.

The city can take steps which indirectly protect the environment of preserved historic buildings. The visual, sound and vibration aspects of nearby development should be reviewed to assure that public and private restoration efforts are not offset by nuisances created in surrounding areas.

Program 2c: The city will continue to use its zoning and architectural review powers for pre-1870 structures to prevent adverse environmental effects created by new development. In particular, the present architectural balance of scale with adobes will be maintained.

Development rights transfer is a concept that allows part of the right to build on one property (say a historic site) to be transferred to another parcel elsewhere. Thus, an adobe site might provide 50% of the otherwise allowable density. This technique has been used in large cities and small towns across America to save older buildings. It must be used selectively to avoid adverse impacts.

Program 2d: The city may consider a program of development rights transfer to other sites when privately owned pre-1870 buildings are threatened with demolition to make way for new construction.

Program 2e: The city will consider contracts with owners of historic buildings, pursuant to state law and provisions of the uniform building code, to establish flexibility in interpretation of building code standards for such buildings.

Program 2f: The city will continue to nominate appropriate structures for the National Register of Historic Places, the State Historic Landmarks list and similar preservation programs.

Program 2g: The city will sponsor applications by owners of historic buildings for federal and state grants, such as the National Endowment for the Arts and the Historic Preservation Act of 1966. Private funding for these buildings will also be promoted by the city.

Program 2h: The city will encourage the placement of protective easements over historic structures, and may participate in their creation.

Program 2i: The city will strive to fund and cooperate in programs of educational value for visitors and residents, including publications, tours, media presentations and support of museums.

Not all the potentially significant structures in Monterey are reflected on page C-4. As time goes on, more and more buildings acquire historical value due to their age, architecture, rareness, events which occurred within them, or other reasons. Only awareness in the community can prevent their loss to demolition, deterioration, or "modernization."

Policy 3 The city should investigate and support preservation of structures erected during the Victorian era of the late 19th Century, including use of city funds where available.

During 1978-1982, the city obtained \$72,000 for the restoration of two Victorian homes in New Monterey. These low-interest loans were made to lower-income households which otherwise would have been powerless to prevent the deterioration of their classic homes. This program can be utilized as long as sufficient federal and state funds are available. Past loans can be recycled as they are paid off, into a fund specifically targeted for the few dozen most significant late 19th century structures.

Program 3a: The city should allocate a portion of its limited federal and state housing rehabilitation loan funds toward the preservation of Victorian homes where appropriate and where owners are eligible for such funds.

Program 3b: The city should inventory the most significant Victorian homes and contact their owners about commencing preservation efforts prior to 1990.

Program 3c: The city should consider zoning which could support preservation of Victorian homes. One example is possible extension of existing R-G-A-P (multiple family housing/office professional) zoning to cover such homes, where appropriate. Another example might be development rights transfer.

The Victorian wood homes, with their fine detailing and intricate shapes, are probably the most threatened group of buildings in Monterey today. By committing to the principle of protecting these threatened structures, the city's limited resources can be focused on their salvation. However, in the next decade or two, early 20th century homes scattered throughout the city may also be endangered. The city is not presently in a position to do much to protect these resources, due to limited funding. However, the city should monitor the situation.



THE GREEN MANSION



THE FINCH HOUSE

Policy 4 The City of Monterey should anticipate future values that may be placed on early 20th century structures, and encourage their preservation.

Program 4a: As a secondary priority, the city can make low-interest housing rehabilitation loans to early 20th century homes, especially significant architectural examples owned by lower-income families.

Program 4b: The city can seek funding and generate a professional architectural study of important homes built in the period 1900-1930 as the first step to their preservation. Maximum distribution and community use of this study should be encouraged.

Using the National Register and other established criteria as a guide, the city could identify and promote "historic districts." These clusters of significant structures could be mixed with buildings of other eras, but should reflect a historic mood when taken as a whole. Examples might be the Island of Adobes area at Hartnell and Polk; the Old Town Victorian area; or Cannery Row.

Policy 5 The City of Monterey should protect historic districts of the 19th and early 20th centuries.

Program 5a: The city can fund and generate professional studies which define and designate "historic districts." Citizen participation should be stressed to give property owners maximum protection.

Program 5b: The city can expand its protection of individual buildings, such as H zoning and rehabilitation funding, to cover specified historic districts.



TYPICAL BUNGALOW



TYPICAL ART DECO HOUSE



STEVENSON HOUSE



ST. JOHN'S CHAPEL

Housing

D.

Housing

1. INTRODUCTION
2. PURPOSE
3. OWNERSHIP HOUSING
4. RENTAL HOUSING
5. EQUAL OPPORTUNITIES AND SPECIAL HOUSING NEEDS
6. HOUSING DEVELOPMENT STANDARDS

1.

INTRODUCTION

Each city in California must have a Housing Element in its General Plan according to state law. This element must consist of policies and programs for housing for all economic segments of the community.

This element is a summary and updating of the 70-plus page General Plan Housing Element adopted in July 1979 and revised in 1981 to conform to state law and guidelines. There are 6 goals, 51 policies, and 30 programs. These have been consolidated into policies and programs that are grouped functionally:

- a. Ownership Housing
- b. Rental Housing
- c. Equal Opportunities/Special Populations
- d. Housing Development Standards

2.

PURPOSE

The purpose of the Housing Element is to involve the city in the solutions to housing problems of the community. However, the city's role is intended to be limited, complementing the efforts of the private sector — housing producers, landlords, subdividers, lenders and non-profit groups. The city can inform; it can guide; it can regulate; it can even invest on a limited scale. Maintenance and improvement of the existing residential environment should be balanced against the serious need for expansion of housing. A sufficient and affordable housing market is the overall goal of this element.



SINGLE-FAMILY NEIGHBORHOOD

3. OWNERSHIP OF HOUSING

a. ISSUES

Production of ownership houses during the 1970's rarely exceeded 75 units per year while demand was several times that. A few opportunities — the 143-acre Old Capitol Site, and a vacant 50-acre parcel on Skyline Drive — may soon be exhausted. Other infill opportunities are limited. Large acreages of land east along the Monterey-Salinas Highway have been proposed for annexation. This action still has not been approved by the city or the Local Agency Formation Commission.

Fortunately, national trends in the 1970s offered some promise by the use of different housing types. Condominiums provided lower-cost ownership opportunities; by 1980 these were being built as rapidly or faster than conventional houses in Monterey.

Mobile and modular housing production increased nationwide, although by 1980 only three mobile-modular units existed in Monterey. In 1979 the city adopted a mobile home park ordinance in order to encourage home ownership opportunities, especially in future annexations.

b. Goals

The opportunity to own a home is one of the cornerstones of the American way of life. In no other country in the world is home ownership so widespread and available to so many economic segments of society. Homeowners make good citizens of a community because they have an investment in it.

Therefore, it is a goal of the City of Monterey to promote and to preserve home ownership opportunities, in the existing city as well as in expansion areas.

c. Home Ownership Opportunities Plan

This plan is intended to generate new home ownership opportunities as well as preserving existing ownership units.

A balance between the responsibilities of government, home producers, property wholesalers and the ultimate consumers is fundamental.

Policy 1 is concerned with production of ownership housing; Policy 2 with preservation; and Policy 3 with government cooperation. Programs to implement each policy follow that policy in the text.

Policy 1 Stimulate the production of new home ownership opportunities in Monterey and its future annexation areas, for moderate, middle and upper income groups and all age, family type and ethnic groups.

Program 1a: Increase the supply of vacant land for ownership housing by zoning future annexation areas in such a pattern to meet the goal (including mobile and modular homes).

Program 1b: Provide incentives to builders of moderate income ownership housing pursuant to state law, especially mobile and modular homes.

Program 1c: Encourage no-frills and self-help housing, through zoning and financial assistance.

Policy 2 Encourage the preservation of existing home ownership opportunities within the present city limits.

This policy is directed to avoiding housing deterioration.






Program 2a: Provide low-interest loans and grants to low to moderate income homeowners for housing rehabilitation, with federal, state and bond funds.

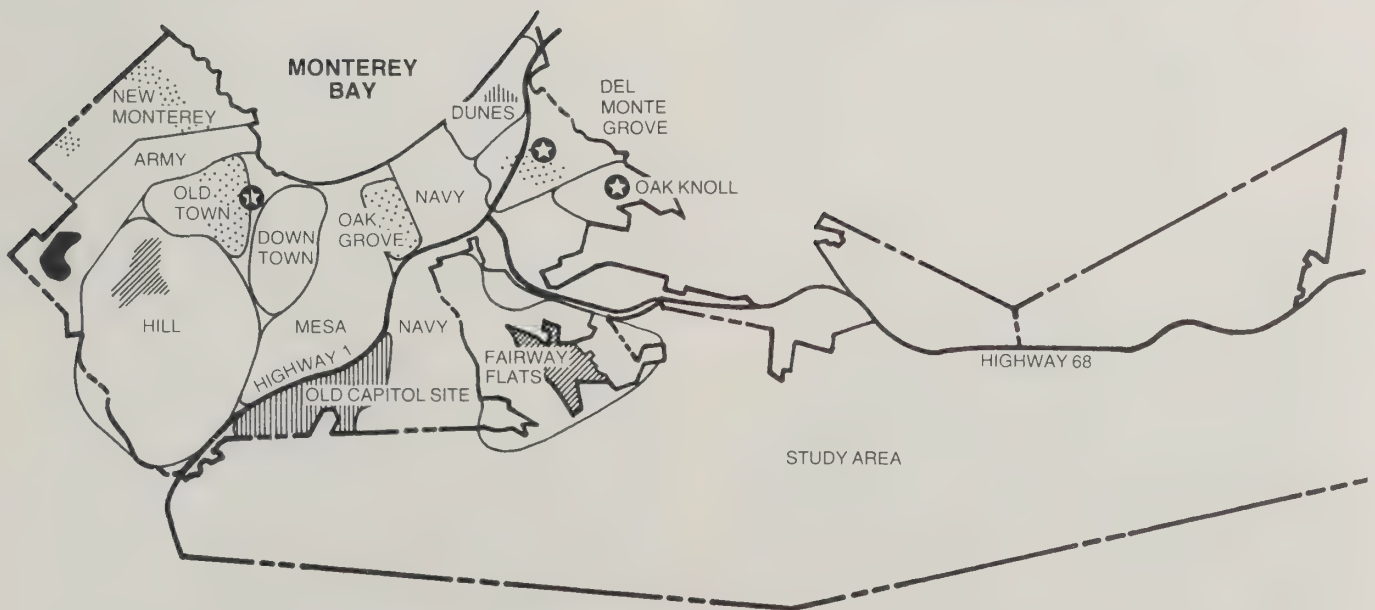
This program has been successful in California for many years. Several federal, state and bond programs have been implemented in Monterey since 1978, with productive results in several neighborhoods. These programs should be expanded to meet the needs of the community.



MANUFACTURED HOUSING

LEGEND

-  VACANT SINGLE-FAMILY SITES
-  VACANT MILITARY HOUSING SITES
-  VACANT MULTI-FAMILY SITES
-  MULTI-FAMILY ZONING SUITABLE FOR CONVERSION OF EXISTING SINGLE-FAMILY HOUSING TO MULTI-FAMILY
-  SITES OF EXISTING OR PLANNED LOWER INCOME PUBLIC HOUSING, 1981



Potential Housing Sites

1984-1996

4.

RENTAL HOUSING



MULTI-USE BUILDINGS

Policy 3 Local government will phase its capital improvements program in order to strengthen and expand opportunities for home ownership in the City of Monterey.

The City of Monterey has provided public works such as parks, streets and utilities for many years. Although the city has limited resources for expanding these public services at public expense, it does have alternatives ranging from assessment districts to grants from other agencies to joint city/county scheduling of capital improvements.

Program 3a: The city will promote home ownership opportunities by combining its own capital improvements program with assessment districts, federal and state grants, joint powers agreements, and issuance of bonds to lower the costs of public utilities and other services for housing to consumers.



HIGHER-INCOME CONDOMINIUMS

a. Issues

The rental housing shortage in Monterey is reflected in the rental vacancy rate, which dropped from 2.4% in 1978 to only 1.7% in October 1979. A vacancy rate of 3 to 5 percent is normally minimal for healthy operation of the housing market.

High rental levels resulted from strong employment-generated demand and inadequate supply. New jobs were being created in Monterey more rapidly than rental housing could be built. Moreover, rents over \$300 per month were willingly paid by working people in this competition for housing.

One main reason for the shortage of rental housing is the cost of construction and operation to the investor. Even with rents approaching or exceeding \$400, investors find that they cannot afford to spend \$40-50,000 per unit to create apartments. Housing condition is also an issue. Apartments built 20 to 50 years ago often need rehabilitation.

b. Goal

The opportunity to rent a housing unit is the minimum level of human decency in America and the other industrial societies. Everyone must have a place off the street to live, and rental housing provides an entry level to this social structure.

Therefore it is a goal of the City of Monterey to promote and to preserve rental housing opportunities in the existing city as well as in expansion areas.

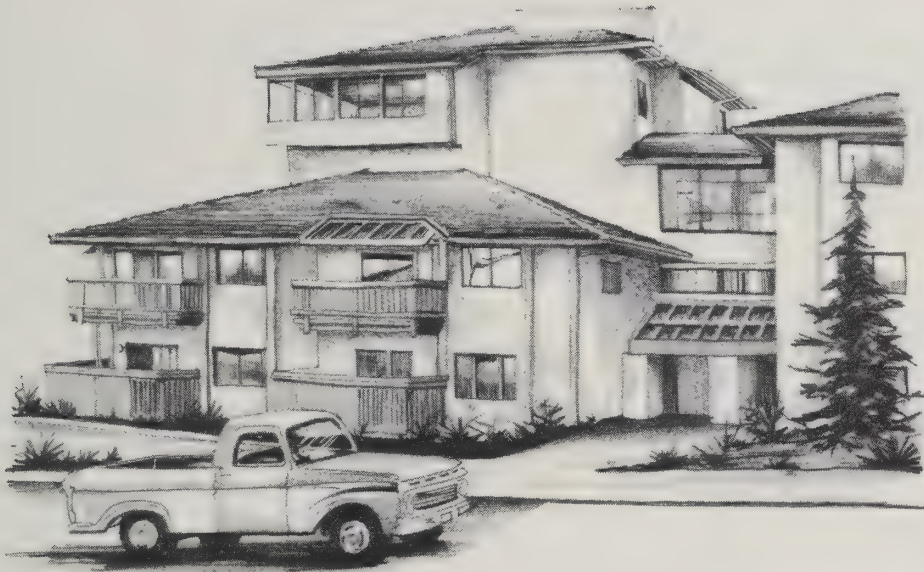
C. Rental Housing Plan

This plan is intended to generate new rental housing units as well as to preserve existing rental units. Builders, investors, landlords, tenants and government must all cooperate if the plan is to be successful.

Policy 4 is concerned with production; Policy 5 with preservation; and Policy 6 with cooperation. Programs to implement each policy follow that policy in the text.

Policy 4 Provide for a continually expanding supply of rental housing in Monterey for persons of all income ranges, ages, family types and ethnic groups — especially for low to moderate-income working families.

Program 4a: The city will provide incentives for affordable rental housing as provided by state law, if deemed appropriate by the City Council.



MODERATE-INCOME HOUSING

TABLE 1
Estimated Potential Housing Increase
1980-2000 By Type

Type of Housing	Existing City Limits
Single-Family	540
Multi-Family	1,740
Total	2,280

Future annexations could increase the housing supply, subject to voter approval of land use plans.

Program 4b: The city will solicit financial assistance for the construction of rental housing through federal and state programs. These include any loans, grants, interest subsidies, capital improvements or related programs.

Program 4c: The city will continually evaluate the supply of land for rental housing and review methods for assuring usability of multiple-zoned land.

Policy 5 The city intends to protect and preserve rental housing in existing apartment-zoned areas.

This policy is intended to prevent blight and deterioration in rental areas. The return of rental single-family houses to owner-occupied status is not discouraged. However, condominium conversions during times of low rental vacancy are discouraged.

Program 5a: The city intends to solicit Federal, state and revenue-bond funds for low-interest loans and grants for the rehabilitation of rental properties.

Program 5b: The city will solicit federal and state funds for rent supplements for low to moderate-income households in existing rental housing.

Program 5c: The city should regulate the conversion of apartments to condominiums or other ownership housing, especially when vacancy rates fall below three percent in the city's rental stock.

Policy 6 The city will cooperate with landlords and tenants, the military and local agencies to assure efficient use of the rental housing stock.

The housing supply in Monterey does not always serve the greatest needs of the community. Empty bedrooms exist side-by-side with overcrowded housing. Housing opportunities and housing resources must be matched in order to avoid waste.

Utility and other service issues which block the production of housing must be overcome.

Program 6a: The city, student and senior citizen groups should cooperate with private firms in a "share-a-house" roommate matching service to take advantage of rentable, empty rooms in Monterey. The administrative cost is minimal compared to new construction. Second units on single family lots are allowed on a case-by-case basis by special use permits as of 1983. These programs to increase rental opportunities must be used selectively to insure that adequate parking and other facilities are available.

HOUSING ACCOMPLISHMENTS

1976-1983

City of Monterey and/or Housing Authority of the
County of Monterey and/or Alliance on Aging

PROGRAM	FAMILIES ASSISTED
Elderly Housing Built	64
Family Apartments Built	13
Mortgage Revenue Bond Units Financed	10
Apartments Subsidized in Rent Levels	140
Dwellings Rehabilitated	45
Mr. Fixit Handiman Visits	150
Moderate-Income Housing Approved	46

In addition, cottage-dwelling second units in single-family housing zones are now being approved on a case-by-case basis.

Program 6b: The city intends to discourage citywide rent control in order to retain the profitability of new apartment construction. (Exception: any government-controlled units should have rent-increase limitations.)

Program 6c: The city intends to work with private and public utilities to promote availability of such services. City assessment districts, capital improvements and grant funds should be used where appropriate to provide services to affordable rentals. This does not apply to rentals for middle and upper-income families.

5.

EQUAL OPPORTUNITIES AND SPECIAL HOUSING NEEDS

a. Issues

With 200 years of racial and ethnic integration, Monterey's small minority-group population is generally mixed into most areas of the city. There is little evidence of discrimination. More common than discrimination against minorities has been discrimination against families with children, which in 1982 became illegal.

The handicapped and our mobile military population also have difficulty securing proper shelter. Organizations formed to help these people have not been able to solve the problems. Lack of consumer information accentuates the difficulty.

Sociological research shows consistently that concentrations of ethnic and racial groups can lead to social alienation, crime, deterioration and hostility. The converse is also true: greater integration tends to reduce social problems. As an integrated town for 200 years, Monterey should continue to avoid formation of concentrations of these groups.

b. Goal

The U.S. Constitution and the California Constitution guarantee certain housing rights to all residents. These include the freedom to choose a home within the economic capacity of the household, unhindered by discrimination.

Therefore, it is a goal of the City of Monterey to provide for fair and equal housing opportunities for all persons regardless of age, sex, family size, race, creed, color or national origin. It is also a goal to accommodate special needs of the elderly, female-headed households, students, the military, and the handicapped.

C. Equal Housing Opportunities and Special Housing Needs Plan

This plan is intended to assure continued fair and equal housing opportunities for all, and to expand those opportunities where needed. Landlords, builders, tenants, homeowners, the military, private organizations and the city should all cooperate.

Policy 7 is concerned with fair housing opportunities for minorities; Policy 8 is concerned with the special populations of Monterey: the military, the elderly, female-headed households, the handicapped, and students. Programs to implement each policy follow that policy in the text.

TABLE 2
Racial Background Comparison
(Expressed in Percent of Whole)

Ethnic Group	City of Monterey	County of Monterey	State of California
White/Anglo	88.3%	68.9%	77.0%
Black	2.8%	6.5%	7.7%
Asian/Other	8.9%	24.6%	15.3%
TOTAL	100%	100%	100%

Source: 1980 Census Data

Policy 7 **Assure that all persons in Monterey receive equal housing opportunities within their economic capacities.**

This policy flows from existing federal and state laws which protect individual rights. A separate local ordinance is not necessary. However, the city can cooperate with public and private agencies to assure that the public is aware of its rights and responsibilities.

Program 7a: Cooperate in countywide fair housing activities and federal government programs which emphasize educational and counseling activities. The city will not become directly involved in fair-housing law enforcement.

Program 7b: Distribute available housing subsidies to available sites in neighborhoods throughout the city to avoid such housing concentrations.

Program 7c: Continue to obtain more voter referendum authority as needed under Article 34 of the State Constitution, to allow publicly developed housing throughout the city. Work with nonpartisan community groups to inform voters and to promote passage of such referendums.

Beyond the general problem of housing opportunities in Monterey, there are special groups with more severe problems. These arise either through lack of mobility, lack of income, demands of family size, or actual physical handicap. The city should be attentive to these special needs.

Policy 8 **Promote housing opportunities which correspond to the unique needs of students, the military, female-headed households, large families, the elderly and the handicapped.**

The city shall work with the federal government and the military to encourage on-base housing for the military to upgrade the quality of living for all of the people of the armed services.

This policy should be met with programs which realistically address specific group needs. These groups cannot all be lumped into a single category or program.

Program 8a: Implement the Community Development Housing Assistance Plan or its equivalent through federal and state subsidies and city housing activities. This includes development of housing units and programs specifically assigned to each group (senior citizen units, handicapped/wheelchair units, student dormitories, etc.)

Program 8b: Work with the military to promote the development of additional barracks and family housing at Fort Ord, the Presidio, and the Naval Postgraduate School.

6. HOUSING DEVELOPMENT STANDARDS

a. Issues

Today our modern technology has the capacity to reshape the environment, for better or for worse. Large construction equipment can mold the land into new forms. Forests can be removed or enhanced. Views can be created or blocked. Buildings can be attractive or ugly. Such power must be used with care if we are to preserve Monterey's unique image.

The impact of new development on existing residents is just as significant as its impact on the natural environment. New housing can tax the capacities of existing services — roads, sewers, water, fire and police protection, schools, etc. Neighborhood character — the pace and quality of life — can be disrupted by changes which are too massive or too rapid.



MILITARY HOUSING-PRESIDIO OF MONTEREY

d. Goal

Much of the value and usefulness of a housing unit lies not in its size or location, but rather in the design quality with which it is developed. Thoughtful layout of housing on the land can also contribute to the overall quality of the community.

Therefore it is a goal of the City of Monterey that the standards for development of new housing conserve and enhance natural and man-made resources.

e. Housing Development Standards Plan

This plan is intended to conserve the natural and man-made environment of Monterey as it applies to housing construction. The housing development standards will be neither too strict nor too lenient, but rather will aim for a feasible balance between goals and available resources. Housing standards include the following density categories:

Very Low Density	less than 2 units/acre
Low Density	2 to 8 units/acre
Medium Density	8 to 30 units/acre

Any residential density in excess of 30 units per acre should be a special exception justifiable by the city and this General Plan only to serve a necessary and unique public purpose.

The policies that follow are intended to implement the goals and standards described above. Policy 9 is concerned with physical development standards; Policy 10 with utilities, facilities and services; and Policy 11 with the pace and character of development. Programs to implement each policy follow that policy in the text.

Policy 9 Assure that new housing development will be sensitive to the physical environment — landform, forest areas, water and areas and viewsheds.

The Urban Design Element of the General Plan sets the overall character that the city attempts to maintain. While land use economics and development methods change over time, the basic spirit of residential Monterey should be repeated with each new development.

Program 9a: Grading, removal of trees, filling of water areas and obstructing of views should be controlled by city commissions and staff departments. The Planning Commission and Architectural Review Committee have key roles; the Public Works, Planning and Building staffs are charged with a more detailed role. This is called the Development Review Process.

Policy 10 New development should be controlled to prevent adverse effects on existing residents regarding public utilities,

facilities and services.

The standards of the Public Facilities Element of the General Plan should be met to assure that existing residents are not deprived of services by the arrival of new residents.

Program 10a: During periods of shortages of essential public services, the city should invoke the standby Growth Management System. Points will be assigned to efficient use of public services, providing low and moderate-income housing, and other factors. A reduced number of permits to develop housing would be awarded based upon the point system.

Program 10b: The city's neighborhood plans should promote the efficient use of public services by specifying detailed land use relationships and by coordinating capital improvements.

Program 10c: The city should research methods of financing services, facilities and utilities, including federal and state grants, assessment districts, revenue bonds, and user charges.

Policy 11 New housing development should conserve the pace of life and the character of existing neighborhoods. The transition of neighborhoods to higher density in line with existing zoning should be very gradual and balanced against the impact on present residents (See also Growth Management policies on page E-2).

Monterey has grown slowly to over 28,000 residents. As we are growing to over 35,000 residents in the future, regulatory actions should apply the spirit of that relatively slow growth. One method is to concentrate the impacts of growth in expansion areas through phased and orderly procedure. Another way is to carefully infill and provide for transition in older neighborhoods.

Program 11a: The Planning Commission and Community Development Department should continuously evaluate cumulative impacts of development on single-family areas. Premature conversion of single-family areas to other uses would be controlled by neighborhood plans.

Program 11b: The Public Works Department should develop a strategy for diversion of through traffic around neighborhoods, and for enhancement of neighborhood public facilities.

By implementation of these policies and programs, Monterey should be able to provide new housing opportunities in a suitable living environment. The city should also be able to protect the neighborhoods of existing residents.

Public Facilities

E.

Public Facilities

1. INTRODUCTION
2. GOALS
3. POLICIES, PROGRAMS AND STANDARDS
 - a. GROWTH MANAGEMENT
 - b. PARKS AND RECREATION
 - c. POLICE
 - d. FIRE
 - e. SCHOOLS
 - f. MILITARY
 - g. CULTURAL
 - h. HEALTH CARE
 - i. CIVIC CENTER
 - j. HARBOR
 - k. SEWAGE TREATMENT

1.

INTRODUCTION

Public facilities cover about 46% of the city's land area, more than any other category of land use. The next highest category is residential use, with 31% of the total area.

Within the public facilities category, military uses and streets and highways are the two largest subcategories, with 13% and 19% of the city's total land area, respectively.

These figures indicate how significant public facilities are to the City of Monterey and how influential they can be in shaping its character and growth.

The purpose of this element is to describe the general location, levels of service, and adequacy of existing and proposed public facilities. It will help provide a bridge between long-range planning for public facilities and the short and intermediate-range area plans and capital improvement programs which allocate resources for their construction, operation, maintenance, and eventual expansion or replacement.

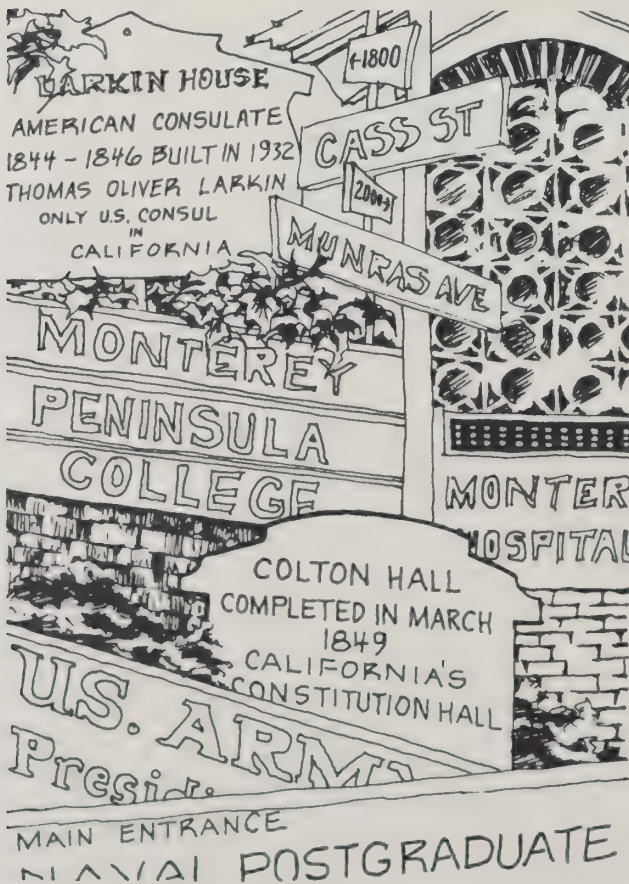
It is also vital that planning for public facilities be coordinated with private development plans so that needed facilities such as schools, parks and streets are available at the time and location needed. The city's General Plan should provide the long-range framework for both public and private development. The city's Capital Improvement Program translates the long-range policies and programs of the General Plan into one and five-year public facility plans which ideally are coordinated with the expectations of private developers.

The public facilities described in this element are the physical features, buildings, land and equipment of governmental and other institutions operated for the general public. The major public facilities are: parks and recreation, police and fire, schools, military, cultural, hospitals, harbor, and sewage treatment. Transportation facilities are discussed separately in the Transportation Element of the General Plan.

2. GOALS

The following city goals should provide direction for more specific policies, programs and standards addressing city public facility issues:

- a. Allow urban development only where proper facilities, utilities, and services can be economically provided, considering both social and economic costs and benefits.
- b. Insure that resources to improve and maintain public facilities go to the areas of the city with the greatest need.
- c. Coordinate the planning for public facilities with federal, state, and county agencies, and Monterey Peninsula cities.
- d. Provide adequate neighborhood parks in all areas of Monterey.
- e. Provide park and recreation facilities to meet the leisure-time pursuits and recreation needs of all income and age groups in the city.
- f. Encourage the maximum use of public school facilities by the community to insure that they become cultural and social activity centers for all age groups.



3. POLICIES, PROGRAMS AND STANDARDS

a. Growth Management

New development within the existing city limits and in areas that may be annexed will have to be monitored closely to insure that it doesn't overload limited public facilities. This new development should pay its own way with regard to public services, and should not increase the tax burden or lower service levels for existing residents. Programs should be considered that prompt more conservation of resources such as water. Consideration should also be given to expanding the capacities of services such as sewers and streets. (See also Growth Management section of Economic Element.)

Policy 1 Phase future development in accordance with the city's ability to service it.

Program 1a: Monitor limited public services (e.g., water, sewer, streets) and develop a system to determine the impacts of proposed developments on these resources.

Program 1b: Consider means to reduce the impacts of proposed developments, such as increased use of transit and water conservation.

Program 1c: Use the city's annual and five-year capital improvement programs for determining short-range priorities for the allocation of public facilities funds consistent with the General Plan.

Program 1d: Require that proposed public facilities of all agencies be reviewed by the city Planning Commission and found consistent with the city's General Plan before they are constructed.

Policy 2 Encourage infill development on vacant land within the city where it can efficiently be provided with public facilities and utilities.

Policy 3 Require that major new developments, such as in rezoned or annexed areas, generate enough revenues to pay for the public services they demand.

Policy 4 Reserve adequate space in new development for schools, parks, playgrounds, bikeways, community centers, libraries, fire stations and other public facilities.

Policy 5 Implement a growth management system to control the rate of development if all projects being proposed cannot adequately be served with public facilities, or could cause a rate of growth higher than the community feels is acceptable.

Policy 6 Attempt to acquire land for a community park of sufficient size to meet the city's need for facilities for organized sports.

Program 6a: Continue the efforts to acquire and develop a 75 to 100-acre community park site on Ryan Ranch or another suitable location.

Policy 7 Insure that new private residential development adequately contributes toward meeting the park and recreation needs it creates.

Program 7a: Encourage residential developments to meet a portion of their recreational needs on-site.

Program 7b: Keep the park and recreation dedication or fee ordinance current and related to land costs in the city planning area.

b. Parks and Recreation

Six local and state agencies provide park and recreation services in the city planning area: The City Parks and Recreation Department, the Monterey Peninsula Regional Park District, Monterey County Parks Department, State Department of Parks and Recreation, local schools, and the State Department of Fairs and Expositions. In addition, the military also provide park and recreation services on their facilities.

The City of Monterey provides a variety of park and recreation facilities for both residents and visitors. These facilities include neighborhood and community parks, special activity centers, beaches, and open space greenbelt areas.

Monterey has approximately 8 acres of total park land per thousand population. This is 2 acres per thousand below the national standard of 10 acres per thousand.

Monterey has approximately 30 acres of active neighborhood park land. National standards indicate that 70 acres are needed. Most of the city's neighborhood parks are also below the minimum standard size.

Park and recreation standards serve as a guide for individual cities. They are national standards and do not take into account the climates in different regions or different recreation needs and desires. Monterey's coastal location, for example, provides the opportunity for many water-oriented recreational activities such as sailing, skin-diving and fishing. In addition, these standards don't take into account the impact of more recent federal requirements of equal opportunity in recreation activities for women.

The demand for sports programs for girls and women in Monterey has increased considerably in the last few years. This increased demand has made more acute the major deficiency in the city's park system: sufficient space for facilities for organized sports such as baseball, softball, and soccer. (See tables.)

The built-up character of the existing city limits the possibility of providing the types of parks that neighborhood areas can use. Skyline Forest, for example, is a problem because of the steep terrain in the area. New Monterey is a problem because it is extensively developed, making it difficult to provide areas for parks. It is unlikely that a park like Via Paraiso can be provided in the New Monterey neighborhood. It will also be difficult to locate large soccer or softball fields in this area for the same reasons. One possible open area for such facilities is on the Presidio property. The Local Coastal Plan and the Urban Design Overview for the General Plan recommend that portions of the upper and westerly part of the Presidio be used for expansion of both active and passive recreational facilities. Opportunity exists for reciprocal use of recreational facilities with the Army. Military students and families at the Presidio have always been able to use city park and recreation facilities.

Policy 8 Work with the U.S. Army on the possible joint planning, development, and use of recreational facilities at the Presidio of Monterey.

The Monterey Parks and Recreation Department attempts to locate new neighborhood parks adjacent to elementary schools where possible. This allows more intensive joint use of both facilities. These joint facilities can also serve as community centers and focal points for the neighborhood. Neighborhood parks adjacent to schools should be a minimum of 5 acres. When not adjoining school sites, these parks should be 8 to 10 acres. A 15 to 25-acre community park should adjoin a junior high or high school site.



DENNIS THE MENACE PARK

PROPOSED PARK AND RECREATION FACILITIES

	Type	Existing	Proposed Addition	Proposed Total
Expansion of Existing Facilities				
Oak Knoll	Neighborhood	1.3 acres	2.8 acres	4.1 acres
Fisherman's Flats	Neighborhood	1.5	5.0	6.5
Montecito	Neighborhood	1.0	1.0	2.0
Monterey High	Community	—	—	—
Laguna Grande	Neighborhood/Regional	2	8	10
New Facilities (Existing City Limits)				
Quarry	Undetermined	—	—	17
Cannery Row Beaches	Beach/Passive	—	—	—
Deer Flats Park	Neighborhood	—	—	1
Old Capitol Site Park	Neighborhood	—	—	9
Recreational Trail	Regional/Passive	—	—	—
Ryan Ranch Park	Community	—	—	75-100

Monterey II - Study Area



EXISTING CITY PARKS

Name	Type	Acres	Standard (Acres)	Adequate (+) Inadequate (-)
Active Parks				
Oak Newton	Neighborhood	2.5 ac.	4-10 ac.	(-)
Scholze	Neighborhood/Special	1.3	4-10	(-)
Veterans Memorial	Special	50.0	—	
Via Paraiso	Neighborhood	10.6	4-10	(+)
Whispering Pines	Special	1.2	—	
Jacks Ballpark	Community	3.7	10-20	(-)
Lake El Estero	Community	24.7	10-20	(+)
Little League	Neighborhood/Special	1.0	4-10	(-)
Montecito	Neighborhood	1.0	4-10	(-)
Oak Knoll	Neighborhood	1.3	4-10	(-)
Fisherman's Flats	Neighborhood	1.5	4-10	(-)
Hoffman	Neighborhood/Special	1.5	4-10	(-)
Laguna Grande	Neighborhood/Regional	2.	4-10	(-)

Other Parks

Don Dahvee	Passive	35.8
Iris Canyon	Greenbelt	32.1
Monterey Beach	Beach	—
Del Monte Beach	Beach	—
Fisherman's Flats	Greenbelt	5.6
Woodridge Acres	Greenbelt	3.8
Monte Vista	Greenbelt	0.6
Skyline Forest	Greenbelt	25.8
Cemetery	Special	14.3
Garden Court	Greenbelt	0.7
Fisherman's Shoreline Park	Passive	—

Activities	Number	Standards (City of 28,000)	Adequacy
Softball diamonds	1	3	-2
Junior baseball diamonds	2	5	-3
Regulation baseball diamonds	1	2	-1
Tennis courts	6	15	-9
Muni-swimming pool	0	1	-1
Multi-purpose playfields	10 acres	28 acres	-18 acres
Multi-use indoor facility.	0	1	-1



Policy 9 Centrally locate parks and recreation facilities with respect to residential neighborhoods and school facilities to permit joint use of recreational facilities within a community center concept.

Because of declining enrollments, the school district is faced with closing and consolidating elementary schools in the city. This will increase the need for recreational land in the neighborhoods where the schools are closed.

Policy 10 Work with the Monterey Peninsula Unified School District to keep school recreational facilities in use to the extent possible after schools are closed because of declining enrollments.

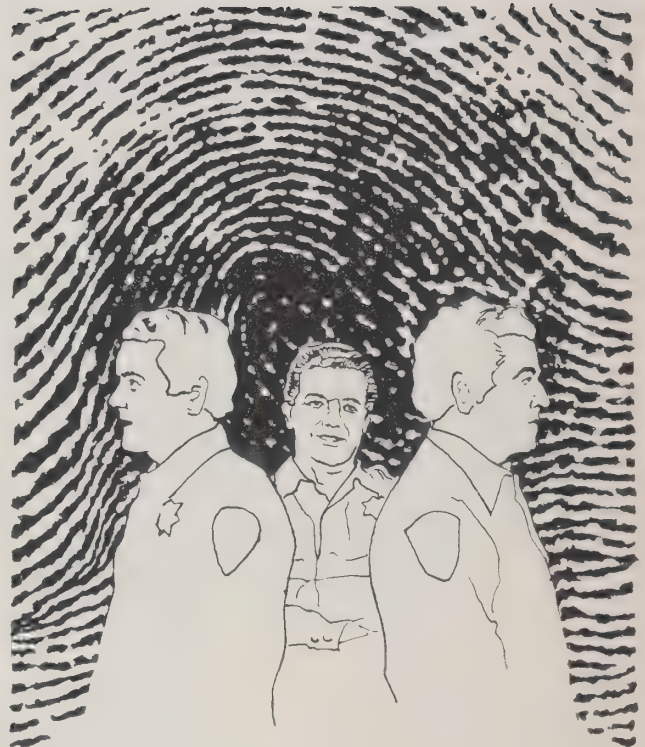
Program 10a: Work with the district to make school sites available to help meet the acute park and recreation needs in the New Monterey neighborhood.

Program 10b: If the school district moves its administrative offices to a closed elementary school site, work with the district to expand the recreational facilities at Monterey High.

Increased leisure time has stimulated the great increase in demand for recreational facilities. This trend can be expected to continue, for higher energy prices increase the cost of recreational trips. A trend is already apparent that indicates that local and regional parks are being used where previously the user might have traveled a great distance to use a state or national park. As energy prices increase, the use of city, regional and county parks can also be expected to increase.

Additional parking at the Monterey County Fairgrounds is an immediate need that should be resolved as soon as practical.

Policy 11 Work with the State Department of Fairs and Expositions and fair management to resolve immediate parking needs and future fairgrounds requirements for potential development and to insure compatibility with surrounding residential and commercial neighborhoods and other public concerns. (See also page A-11 in the Urban Design Element.)



C. Police

The City of Monterey Police Department downtown station currently has adequate space and facilities. Expansion would be required to maintain the present level of service if the city grows to over 30,000 persons, as projected by the year 2000. Specific concerns of the department focus on maintaining adequate response capability, and patrolling different types of development.

The state standard for city police officers is 2 officers per 1,000 population. This level of service usually results in a response time of 2 to 3 minutes. Presently, the city has approximately 1.5 officers per 1,000 population. This results in an average response time of from 5 to 6 minutes.

Policy 12 Maintain a high level of police protection in keeping with the city's needs and financial resources.

Program 12a: Provide for adequate police personnel and facilities through the Capital Improvement Program and city budget.

The Monterey County Sheriff's Department provides police services to unincorporated areas of the Peninsula from the county annex on Aguajito Road. The California Highway Patrol enforces the State Vehicle Code on State Highways One and 68 in the city.

Policy 13 Continue to cooperate and coordinate with county and state agencies in providing police services within the community.

Open Space System-Private and Public

LEGEND

PARKS & RECREATION

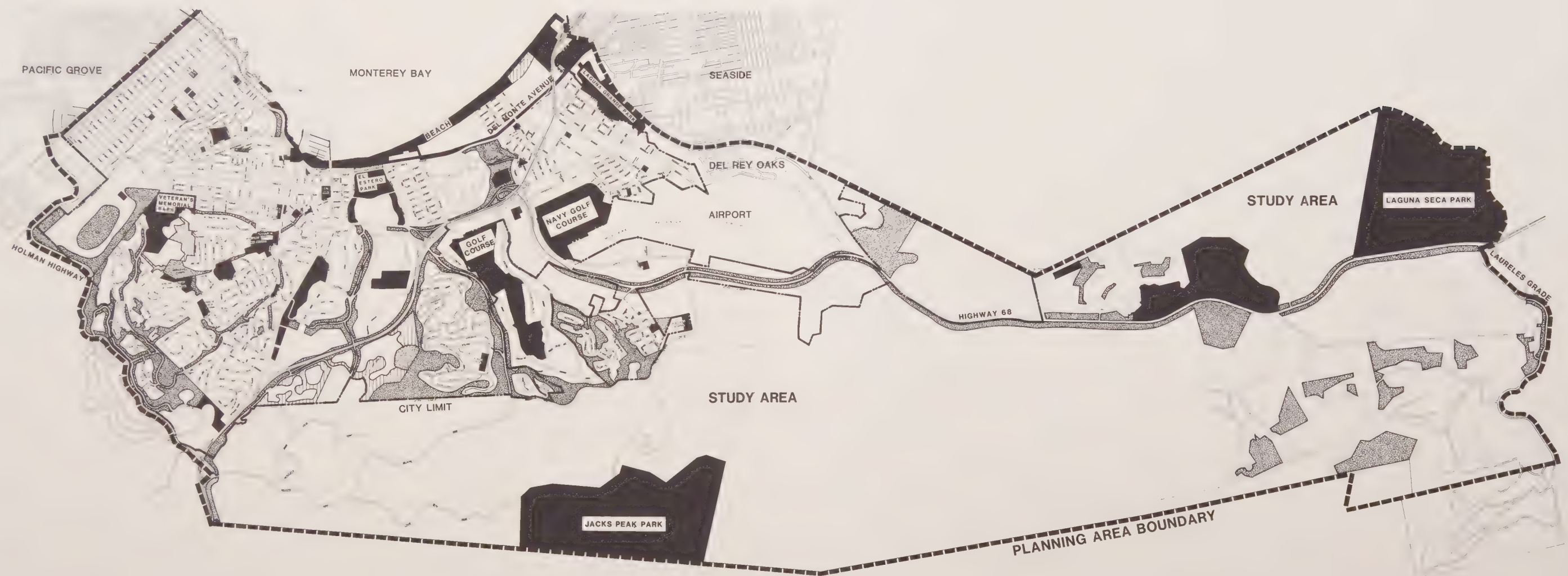
— existing

— proposed

GREENBELTS & VISUAL OPEN SPACE

— existing

— proposed



FEET

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METERS

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1983

GENERAL PLAN

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. **13**



d. Fire The City of Monterey provides fire protection to all areas within the city's jurisdictional boundaries, except the Naval Postgraduate School facilities and housing areas (612.6 acres). Fire protection by contract is provided to the Presidio of Monterey (inside city limits, 392 acres) and to the City of Del Rey Oaks (outside city limits, 310 acres).

The city's fire department provides three fire stations, five fire engines, one ladder truck, three medical response units, and one off-the-road vehicle. Fire station 1 is located at Pacific and Madison streets; Station 2, at 582 Hawthorne Street; and Station 3, at Montecito and Dela Vina avenues.

The basic standard for city fire and emergency response is five minutes (not including dispatch time) to 90% of city areas. Present response times are actually 3.5 minutes to 75% of all city areas, and 25% within 3.5 to 7 minutes because of existing fire station locations (which are presently being re-evaluated). In high-value commercial areas, such as downtown Monterey, the actual response time is from one-half to 3 minutes.

The fire department has been evaluating its organizational structure to determine the most efficient system to provide service within jurisdictional areas. A number of changes have already occurred. A fire protection ordinance was established, requiring structures built to be protected by automatic sprinklers. The department is mechanizing to maximize its ability to apply and supply water, and individual fire fighters have been assigned specific goals and objectives.

Policy 14 Maintain a cost-effective, high level of fire protection service.

Program 14a: Achieve built-in fire protection for new and existing structures.

Program 14b: Continue mechanization, develop greater employee productivity and effectiveness, clearly identify cost-effective fire station locations, and continually determine present and future personnel and equipment needs.

The unincorporated areas within the city's sphere of influence obtain fire protection service from County Service Area 39 (provided by the California Department of Forestry) to areas south of Highway 1, and from Salinas Rural Fire District to areas off Highway 68.

Policy 15 Continue to work with fire protection agencies that provide fire service to unincorporated areas through mutual aid. Encourage those areas that desire fire protection services "outside legitimate mutual aid" to annex to the City of Monterey for fire protection services, instead of using contractual or automatic aid agreements.

The city's fire protection system is designed to resolve fire occurrences in structures less than 5,000 square feet in area, as well as small open-range fires of brush, trees and grass. To achieve additional fire protection for those small percentages of emergencies that require greater resources, the city has entered into reciprocal mutual aid agreements.

Policy 16 Cooperate with fire protection agencies to obtain and maintain mutual aid agreements that will augment the city's fire protection design. Continue mutual aid with the California Department of Forestry to obtain adequate aid for larger, open-range type fires involving brush, trees and grass that require specialized tactics and equipment.



e. Schools

The Monterey Peninsula Unified School District serves students in kindergarten through the twelfth grade in the communities of Monterey, Seaside, Del Rey Oaks, Sand City, Fort Ord, Marina, and some unincorporated areas. In addition to the regular school program, early childhood education programs, regional occupation, and work experience programs are offered.

The enrollment in the district is approximately 14,000. This figure is fairly stable even though the area's population is growing. Fewer school-age children are now generated per unit of new residential development because of the declining family size.

Standards for walking distances to public schools, before district transportation is provided, is as follows: elementary schools — 1 mile; middle schools — 1.5 miles; high schools — 2 miles.

School sites according to State Department of Education are recommended as follows: elementary — 10 acres; middle schools - 25 acres; and high schools - 50 acres. The newer schools in the district are relatively consistent with these guidelines.

Policy 17 Work with Monterey Peninsula Unified School District to plan for future schools and the reuse of school sites that are no longer needed.

Monterey Peninsula College is located on a 90-acre site in the geographic center of the city and provides a wide range of courses to full- and part-time students of all ages. The 1982 full- and part-time enrollment was 10,000, with 8,000 at the main campus and 2,000 at Fort Ord. MPC is currently operating at close to maximum capacity.

E-10

In addition to these public schools, there are several private schools in Monterey. San Carlos School is for grades K through 8, Santa Catalina School is for grades K through 12, and York School is for grades 8 through 12.

There are also several private colleges located in Monterey. Golden Gate University is a business-oriented institution which provides classes year-round. The Monterey College of Law provides classes leading to a law degree. The Monterey Institute of International Studies offers bachelor and postgraduate degree programs in languages and international studies.

The military has two important schools in the city. The Defense Language Institute is located at the Presidio of Monterey. It is the primary language instruction facility for all branches of the military. The Naval Postgraduate School is also located in Monterey on the grounds of the old Del Monte Hotel.

Policy 18 Continue to encourage coordination between the city and the military, Monterey Peninsula College, and private schools in the planning of future school facilities.

f. The Military

The Military plays an important role in the Monterey community. Over one-fourth of Monterey's work force is employed by the military (1976 Census). When dependants and retired military are included, the number of Monterey citizens directly supported by the military is quite large.

There are four military installations in the Monterey area: the Coast Guard Station, the Naval Postgraduate School, the Defense Language Institute at the Presidio of Monterey, and Fort Ord, home of the Seventh Infantry Division.

In most instances, the military attempts to provide its own facilities. The larger the installation, the more facilities that are provided. Priorities for use of facilities place active duty personnel and their dependents first, retired personnel second, and eligible civilians and their authorized guests third.

Elementary and high school facilities for the military are provided by the Monterey Peninsula Unified School District. Most hospital health care is provided by the Silas B. Hays Hospital at Fort Ord.

Policy 19 Support the establishment of a standing committee made up of representatives of the Peninsula cities, the county, and the three military facilities on the Peninsula. It would work on solutions to housing, recreation, and public works problems.

g. Cultural

There is a wide variety of cultural facilities within the city. The two largest city-owned and operated facilities are the Library and, the Monterey Conference Center.

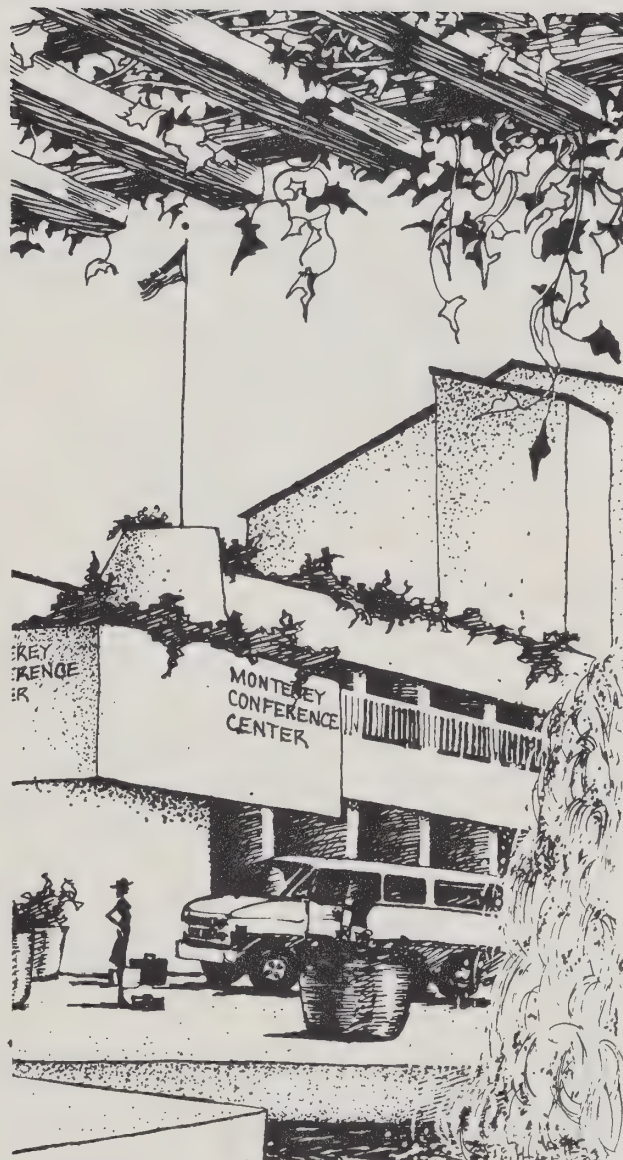
The City Library has a sufficient number of volumes according to library standards (2.5 volumes per capita). The seating capacity and the overall size, however, are below standards. The library is also without adequate facilities for the handicapped. A \$1 million expansion of the library building is presently under construction and will be completed in early 1984.

Policy 20 Maintain and support the present high level of cultural facilities and activities in the city.

Program 20a: Provide adequate library facilities through the Capital Improvement Program.

Program 20b: Continue to support cooperation between the City Library and the libraries of the county and other public and private schools within the city.

The Monterey Conference Center is adequate to meet present needs. There is a real need, however, for a performing arts theater to seat more than the 500 that can be accommodated in the Conference Center's Steinbeck Forum. The Serra Ballroom can seat 2,500, but is not appropriate for the performing arts. The city is now looking at other sites in the downtown area for this type of facility.



MONTEREY CONFERENCE CENTER

h. Health Care

There are three hospitals on the Monterey Peninsula: Monterey Peninsula Hospital (formerly Eskaton) and Community Hospital within the City of Monterey, and Silas B. Hays at Fort Ord. Monterey Peninsula and Community hospitals are both owned by the same corporation.

The Mid-Coast Health Systems Agency indicates in its recent 5-year Health Service Plan that there will be a need for an additional 36 hospital beds on the Peninsula by 1987.

Policy 21 Continue to support the expansion of health care facilities that provide more efficient and cost-effective services to local residents.

i. Civic Center

Monterey Civic Center facilities are inadequate in office and work space. Short-range plans to temporarily relieve the most acute problem areas have been undertaken, and further efforts are included in the Capital Improvement Program. Part of the problem is due to the fact that many of the city's offices are located in historic buildings. The additions and modifications that would normally take place cannot be made to these historic structures. Long-range capital improvements plans propose that a new city hall may be built within the present Civic Center area. When these new facilities are built, many of the historic City Hall buildings, such as Colton Hall, can be opened up to allow more public use appropriate to their historic value.

Policy 22 Continue to support improvements to the Civic Center facilities in keeping with the city's needs and financial resources.



j. Harbor

The main public facilities in the Monterey Harbor are wharfs No. 1 and 2, the marina, the Coast Guard pier, and boat launch ramps. Wharf No. 1 caters to both visitors and residents with restaurants, shops, fish markets, a theater, and charter boats. Wharf No. 2 is oriented primarily to the commercial fishing fleet. The city marina has 425 berths for both pleasure boats and commercial fishing boats. There are approximately 175 commercial fishing boats in the harbor. In addition to the marina, there are also an average of 150 boats on free moorings in the area between Wharf No. 1 and the Coast Guard pier. Adjacent to the Coast Guard pier is a city boat launch ramp and parking area.

During the 1960s the city proposed to add a new breakwater and expand the city's marina. The federal funding for this project did not materialize. There are no present plans for expanding the marina. The next major addition in the harbor area is a marine repair facility adjacent to the Coast Guard pier and the city's launch ramp. This will be a private development on land leased from the city. (See the Fishing Industry section of the Economic Element.)

Policy 23 Promote the improvement of facilities in the harbor area which will provide services needed by both Monterey's fishing industry and pleasure craft owners.

Program 23a: Provide adequate berthing in the Monterey harbor for fishing vessels and pleasure craft at prices competitive with other areas.

Program 23b: Facilitate the rehabilitation of Wharf No. 2.

Program 23c: Encourage the development of adequate facilities in the harbor area for unloading and transportation of fish.

Program 23d: Promote the development of a marine repair facility on the city's land-fill area next to the Coast Guard station.

k. Sewage Treatment

The provision of sanitary sewer service is organized at two levels in the Monterey area. Local cities and sanitation districts are responsible for maintenance and extension of sewer lines, whereas the Monterey Regional Water Pollution Control Agency (MRWPCA) is responsible for development and operation of treatment facilities. The MRWPCA owns and operates the Monterey and Seaside treatment plants on the Peninsula and the Castroville and Salinas plants. The Seaside plant is currently near its capacity of 2 million gallons per day (mgd). The Monterey plant currently handles flows of 4.9 mgd from the existing city and Pacific Grove, with a total capacity of 6 mgd.

A \$130 million project, including a regional secondary treatment plant, new interceptors, and a land and marine outfall, has been under construction near the City of Marina. The older Monterey and Seaside plants would be phased out with the opening of the regional plant.

New technology in areas such as wastewater reclamation and dry composting toilets should be investigated and pursued for its possible application to our area.

Because of controversy over this regional project, the MRWPCA has continued to study the costs and benefits of constructing a new regional treatment plant versus expansion of the existing treatment plants.

Policy 24 Work with the Monterey Regional Water Pollution Control Agency in analyzing the costs and benefits of a regional treatment plant versus improvement of the existing treatment plants. Tertiary treatment and beyond and reuse should be the ultimate goal.

LEGEND

SCHOOLS

ELEMENTARY
JR. HIGH
HIGH
M.P. COLLEGE
NAVY SCHOOL
D.L.I.
M.I.I.S.
PRIVATE

EXISTING

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PROPOSED

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OTHER

FIRE STATIONS
PARKS & RECREATION
HOSPITALS
CITY CIVIC CENTER
COUNTY OFFICES ANNEX
SEWAGE TREATMENT
CONFERENCE CENTER

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1983

GENERAL PLAN

Public Facilities

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. 14

Economic

F.

Economic

1. INTRODUCTION
2. ISSUES
3. GOALS
4. POLICIES AND PROGRAMS

1.

INTRODUCTION

Over the last few years, there has evolved an awareness that every city government action or inaction concerning physical development has an effect on the local economy. As a result, cities are trying to find ways to promote public-private cooperation in order to help diversify and strengthen their economies, encourage additional business investment, reduce the local tax burden, and increase employment opportunities for their residents.

The City of Monterey must take the initiative to make things happen in the local economy. City government is an indicator of local public sentiment and attitudes. It also possesses the necessary professional and legal resources, and it provides the major focal point around which a successful economic development program can be coordinated.

By incorporating economic considerations into the General Plan, the city can evaluate the economic implications of land use decisions and encourage development which will maintain a healthy local economy.

2. ISSUES

a. The Regional Economy

The County of Monterey can be divided geographically into two main areas: the Monterey Peninsula and the Salinas Valley. The economics of the two areas have relatively few interrelationships, with the Peninsula having tourism and the military as the primary economic base, and the Valley oriented to agriculture and related industries. Each area has some manufacturing, with the Peninsula's attraction to manufacturing being its superior environment for living and working. The county is expected to grow at a modest rate over the rest of the century, with both areas sharing about equally in the growth.

b. The Monterey Peninsula

With the exception of the military activities at Fort Ord, the Presidio, and the Naval Postgraduate School, the economy is primarily due to the unique environment of the Monterey Peninsula. The large number of visitors paying for lodging, meals, and recreational activities is the largest segment of economic activity. The Peninsula had 6.3 million visitor days in 1970. This number increased to an estimated 10 million visitor days in 1980 and is projected to reach 17 million by 1990.

c. The City of Monterey

The City of Monterey is presently the business and employment center of the Peninsula. The city has approximately 25% of the Peninsula's population, but 40% of the jobs and taxable sales, and 60% of the hotel-motel rooms. Almost as many people are employed in Monterey as there are residents.

This role for the city is projected to continue over the next 20 years with the planned development of considerable visitor, retail commercial and light industrial businesses.

Some of the issues that are addressed in this element are: What should the future role of the city be in the economy of the Peninsula? How does the city's downtown area fit into this role? How can we insure that proposed projects can be adequately served with the necessary public facilities and utilities? Where should additional commercial and industrial development be located? How can we insure a proper balance between visitor commercial growth and the preservation of our unique environment? What roles should small businesses and the fishing industry have in the city economy? And how important is the availability of city housing to future employment growth?

3. GOALS

The following city goals should provide direction for more specific policies and programs addressing city economic issues:

- a. Provide for the orderly growth of the visitor and retail sectors of the local economy in accordance with community desires and the ability to provide public services.
- b. Encourage light industrial and research firms to move to Monterey, thus diversifying and strengthening the local economy.
- c. Encourage development which will increase city revenues and help insure a high level of public services for city residents.
- d. Encourage business development which will improve employment opportunities for city residents.

TABLE 1
Monterey's Share of
Peninsula Activity*

	Monterey	Monterey Percentage
Number of Households	11,200	25%
Employment**	23,800	40%
Taxable Sales***	\$250 Million	40%
Visitor Units	3,219	60%

*The Monterey Peninsula economic area includes the coastal area of Monterey County, from north of Marina down through Monterey and Highway One area to the southern county boundary.

**Including military (4,040 enlisted, 2,350 civilian) for Monterey.

***1980-81 State Department of Finance.

SOURCE: Recht Hausrath & Associates

4.

POLICIES AND PROGRAMS

City policies and programs for dealing with economic issues are divided into the following categories: the city's role as the business and employment center of the Peninsula; growth management; visitor industry; retail; light industrial; jobs; auto sales and repair; housing and employment balance; and military.

a. The City's Role as the Business & Employment Center of The Peninsula

As mentioned above, the City of Monterey presently serves as the business and employment center of the Peninsula. The following policies and programs will help promote and continue this role.

Policy 1 Continue Monterey's role as the business and employment center of the Peninsula.

Program 1a: Provide adequate sites for commercial and light industrial expansion through land uses recommended in the General Plan, area plans, and zoning.

Program 1b: Promote further office and financial development downtown and in appropriate satellite locations.

Policy 2 The downtown area is the heart of the city and is encouraged to continue as a retail center.

Downtown Monterey's share of resident sales tax purchases has gradually declined. Rehabilitation and renewal in this area would increase revenues to the city, particularly if the area developed a unique image contrasting with the standard shopping center image of Del Monte Center.

Policy 3 Promote revitalization of the downtown area and encourage a balance between local and visitor-serving activities.

Program 3a: Intensify the commercial uses of the downtown area through: revitalization of the upper floors along Alvarado Street; encouragement of specialty retail business; and retention of a small department store.

TABLE 2
Employment
1981-2000

Sector	Employment		Percent of Total	
	1981	2000	1981	2000
Agriculture, Fishing* and Mining	100	100	—	—
Construction	600	400	3	1
Manufacturing	900	2,000	4	5
Transportation, Communication and Utilities (TCU)	1,000	1,800	4	5
Wholesale Trade	400	600	2	2
Retail Trade	5,000	9,700	21	25
Visitor	2,250	5,700	9	15
Resident	2,750	4,000	12	10
Services	6,000	10,300	25	26
Visitor	1,700	3,700	7	10
Resident	4,300	6,600	18	17
Finance, Insurance and Real Estate	1,000	2,000	4	5
Government	8,800	11,850	37	31
Military (Including Civilian)	6,400	9,150	27	24
Other Federal & State	300	300	1	1
Local	2,100	2,400	9	6
TOTAL	23,800	38,750	100	100

*Does not include owners and crews of approximately 175 commercial fishing boats in the Monterey Marina.

SOURCE: California Department of Transportation (Employment Inventory), City of Monterey (Business License Data), and Recht Hausrath & Associates

Program 3b: Encourage the development of multi-use buildings which promote an active pedestrian street environment, with retail businesses on the ground floor and offices, hotel rooms and/or residences on the upper floors.

Program 3c: Work with the owners of the Heritage Harbor area to develop an aggressive marketing plan which looks at alternative uses and takes advantage of its unique location.

Program 3d: Develop a downtown area plan which addresses the issues raised in this General Plan and includes a more detailed implementation program.

b. Growth Management

Over the past 20 years, the City of Monterey has grown very slowly. Since 1970, the city has only experienced a population growth of a little less than 0.5% per year. The growth in housing units was only a little higher over the same period.

The big area for growth in the city over the last 10 years has been in commercial development, and specifically the visitor sector. The number of visitor days on the Peninsula has been growing at an annual rate of about 5%, or ten times the city's residential population growth rate. This rate of visitor growth is projected to continue or even increase into the 1990s.

This new development within the existing city limits and in areas that may be annexed will have to be monitored closely to insure that it doesn't overload limited public services. Programs may have to be adopted to urge more conservation of resources such as water, and to consider expanding the capacities of services such as sewers and streets.

Tax revenues from additional commercial and industrial development, especially from visitors staying in Monterey hotels and motels, will continue to be a major source of income to the city. These revenue advantages, however, have to be balanced against the cost of services and against any impacts on the environment and character of the city. (See also the Growth Management section of the Public Facilities Element.)

Policy 4 Determine appropriate levels of visitor, commercial and industrial development based on the ability to provide adequate public facilities and utilities.

Program 4a: Monitor limited public services (e.g., water, sewer, streets) and develop a system to determine the impacts of proposed developments on these resources.

Program 4b: Consider means to reduce the impacts of proposed developments, such as increased use of transit, water conservation, etc.

Policy 5 A development often requires capital equipment and/or land to allow effective delivery of services generated by that development. For that reason, individual developers will be encouraged to fund their proportionate share of the costs.

Program 5a: Obtain from developers their proportionate share of costs incurred by the city to provide land and/or capital equipment for services required (such as public safety).

TABLE 3
Projected Year 2000
Property Tax Revenues
(Constant 1980-81 Dollars)

Land Use	Quantity	Property Tax Revenues	
		Per Unit	Total
Growth From Presently Incorporated Areas			
Residential	2,280 Units	\$150	\$340,000
Hotels	1,000 Rooms	\$100	\$100,000
Motels	600 Rooms	\$50	30,000
Visitor-Serving Commercial	3,200 Employees	\$40	130,000
TOTAL VISITOR INCREASE			\$600,000
Business Parks-			
Research, Development and Light	1,100 Employees	\$40	\$40,000
Manufacturing-			
Warehouses	200 Employees	\$140	30,000
Offices	2,400 Employees	\$20	50,000
TOTAL BUSINESS PARKS INCREASE			\$120,000
Other Commercial Activity	3,100 Employees	\$40	\$120,000
TOTAL			\$840,000
GROWTH FROM ANNEXED AREAS-STUDY AREA			
TOTAL INCREASE IN REVENUES			\$840,000
PRESENT REVENUES			\$1,500,000
TOTAL REVENUES			\$2,340,000

Program 5B: Where possible, the city will encourage that service costs incurred by the initial developer in areas of multi-development be distributed between all developments in the area. Distribution of these costs will be controlled so that proportionate shares of capital or land costs are returned to the initial developer who funded their disproportionate share.

Policy 6 Implement a growth management system to control the rate of development if all projects being proposed cannot adequately be served with public facilities and utilities, or could cause a rate of growth higher than the community feels is acceptable.

TABLE 4
Projected Year 2000
Sales Tax Revenues
(Constant 1980-81 Dollars)

Land Use	Quantity	Sales Tax Revenues	
		Per Unit	Total
RESIDENTIAL			
Monterey Residents of New Homes	2,280	\$50	\$114,000
Existing Homes	12,000 **	\$46	40,000*
Other Peninsula Residents of New Homes	9,970	\$16	160,000
Existing Homes	45,000	\$15	70,000*
TOTAL RESIDENTIAL INCREASE			\$384,000
VISITOR SECTOR			
Monterey Hotels	1,000 Rooms	\$280	\$280,000
Monterey Motels	600 Rooms	\$210	\$126,000
Other Peninsula Hotels	700 Rooms	\$130	90,000
Other Peninsula Motels	700 Rooms	\$100	70,000
Day Visitors	50% Above Present		280,000
TOTAL VISITOR SECTOR INCREASE			\$846,000
INDUSTRIAL PARKS			
	2,000 Employees	\$68	\$140,000
TOTAL INCREASE IN REVENUES			\$1.4 Million
PRESENT REVENUES			\$2.7 Million
TOTAL REVENUES			\$4.1 Million

*Increase above present revenues only.

**11,200 households plus 2,200 military in group quarters.

SOURCE: Recht Hausrath & Associates

increase of 1920 hotel/motel rooms in the City of Monterey by the year 2000. Approximately 1600 of these rooms would be within the existing city limits. Projects that could add over 3000 additional hotel/motel rooms are being considered by landowners within the city.

The contribution of the 8% Transient Occupancy Tax makes hotels and motels a very lucrative land use for the city. The projected annual Transient Occupancy Tax revenues from these 1600 projected rooms would be \$2.6 million. Present annual revenues from this tax total \$2.5 million. This revenue, together with the \$0.9 million from sales tax on visitor expenditures, is the primary reason Monterey is one of the few cities in California without serious fiscal problems.

The visitor industry also provides roughly 4000 jobs in the city. This number is projected to increase to 9,500 jobs by the year 2000.

Policy 7 Evaluate development, consistent with growth management policies, of additional visitor facilities for both day and overnight visitors. Visitor facilities should not separate the residents of the city from the waterfront. Neighborhood viewsheds, as defined in adopted neighborhood and area plans, must be protected. Development should be discouraged that interferes with neighborhood views, causes traffic congestion, or causes parking difficulties.

Program 7a: Provide for the development of visitor facilities through General Plan recommended land uses, area plans, local coastal plans, and zoning.

Program 7b: Continue implementation of the Cannery Row Local Coastal Plan.

Program 7c: Consider the use of redevelopment plans and districts to help provide needed public facilities and utilities.

TABLE 5
Projected Year 2000 Transient
Occupancy Tax Revenues
(Constant 1980-81 Dollars)

	Number of Units	Annual Revenues Per Room	Annual Revenues
Hotel Rooms	1,000	\$1,870	\$1.9 Million
Motel Rooms	600	1,100	.7 Million
Total Increase	1,600	—	\$2.6 Million
Revenues from existing visitor accommodations			\$2.5 Million
TOTAL REVENUES			\$5.1 Million

C. Visitor Industry
Increased visitor spending is projected to be the largest driving force of growth in Monterey and the Peninsula in the near future. The modest amount of new construction in recent years has not kept up with demand, and occupancy rates are very high. As of October 1983 there were 3,216 hotel/motel rooms in the city. In 1980, the Monterey Peninsula Water Management District projected a demand for an

TABLE 6

**Possible Hotel-Motel Projects
as Proposed by Developers
(October 1983)**

Land Use	Hotel/Motel Rooms
EXISTING	3,216
POTENTIAL ADDITIONAL	
Aguajito/Hwy 68 area	457
Fremont Street	0
Del Monte Beach/Robert Lake	66
Downtown area	906
Munras Ave. area	121
Cannery Row	1,727
TOTAL	3,277

TABLE 7

**Total Tax Revenues Per Acre
From Typical Development
(Property, Sales, Transient
Occupant Taxes)**

Land Use	Tax Revenues*	
	Per Acre	Per Employee
VISITOR ACCOMMODATIONS		
Hotels	\$89,900	\$5,600
Motels	40,600	4,500
INDUSTRIAL PARKS		
Research, Development & Light Manufacturing	\$2,800	\$110
Warehouses	1,800	200
Offices	5,300	90
RETAIL FACILITIES		
Stores	\$15,700	\$780
Restaurants	12,600	520

*Assuming property tax for presently incorporated areas.



d. Retail

The increase in employment due to additional visitor facilities will be greatest in the retail sector. The majority of new retail development will be located in the downtown area, Cannery Row, Del Monte Center, and in areas proposed for annexation.

Retail stores and restaurants produce moderate property tax revenues, but contribute substantially with their taxable sales. Since 1970, sales tax revenues in the city have increased at an average annual rate of 10%. Sales tax revenues for fiscal year 1980-81 were \$2.7 million. It is estimated that less than one-fifth of this total revenue was generated by residents of the City of Monterey.

Policy 8 Provide additional shopping facilities in Monterey for Monterey Peninsula residents and visitors.

Program 8a: Provide adequate sites for retail activities through General Plan recommended land uses, area plans, and zoning.

Policy 9 Maintain and enhance the development of downtown and Del Monte Center as the major retail centers for the city. (See also Policy No. 3 and its programs.)

Program 9a: Encourage development of Del Monte Center commensurate with shopping needs of the Peninsula to provide a vital, well-rounded center serving a wide range of family income levels.

Policy 10 Provide for the development of supporting land uses adjacent to retail shopping areas (e.g., hotels/motels around visitor shopping areas, and medium-density residences and offices around resident shopping areas).

Program 10a: Provide adequate sites around retail activities for supporting land uses through General Plan recommended land uses, area plans, and zoning.

e. Light Industrial

Manufacturing has not been a large source of employment in Monterey. In 1981, there were 35 manufacturing firms, with only three employing 200 or more people.

The primary opportunity to provide manufacturing sites in the city is the 300-acre Ryan Ranch area northeast of the intersection of Highways 68 and 218. This area has the potential of generating employment several times the forecasted increase in the manufacturing sector for the year 2000.

Increased employment in manufacturing will result in increased housing needs and retail demand. The estimated average income of these employees will be above average for the city.

Policy 11 Encourage light industrial development to broaden and balance the city's economy.

Program 11a: Encourage light industrial development through General Plan recommended land uses, area plans, and zoning.

Program 11b: Facilitate the development of public facilities and utilities for industrial development at Ryan Ranch.

Policy 12 Provide for warehousing activities consistent with local production activities and needs of the area's residents.

Potential users of the proposed Ryan Ranch industrial park include: light industrial and research and development firms, corporate headquarters, business and professional offices, warehouses, and small industrial-type firms presently located in downtown Monterey. Some of these uses would be compatible, others would not. Lumber yards, for example, would not be compatible with corporate headquarters buildings. Ryan Ranch should be developed for mutually compatible uses to prevent these types of conflicts.

Policy 13 Reserve major areas on Ryan Ranch exclusively for light industrial, warehousing, and research and development activities. Office, retail and similar activities should only be permitted in those areas where they serve a support function or are a minor related activity to the primary industrial use of the property.

Program 13a: Establish exclusive light industrial zoning and/or use permit categories for the Ryan Ranch area which only permit office and retail activities as minor related uses.

Policy 14 Facilitate the relocation of downtown area industrial uses to appropriate sites such as Ryan Ranch.

Program 14a: Identify sections of planned industrial areas for specific uses to minimize conflict.

f. Small Businesses

Small businesses play a major role in the economy of the Peninsula and the City of Monterey. Of the almost 2400 businesses on the Peninsula, 97% have 20 or fewer employees. These businesses are, for the most part, owned and operated by local families.

Policy 15 Encourage existing and future small businesses in the city.

Program 15a: Encourage developments that include participation by local small businesses.

Program 15b: Provide special assistance to small businesses in processing city permit applications.

Program 15c: Provide flexibility in zoning requirements to facilitate small business development.



Policy 16 Encourage a compatible and appropriate mix of small commercial uses and residences within city neighborhoods.

g. Fishing Industry

The fishing industry has played a major part in Monterey's growth and development during this century. It still makes a significant contribution to the local economy. In addition to the seasonal harvests in Monterey Bay, local fishermen take their boats up and down the California coast and to Alaska. Estimates of the amount of money returned to the local economy from the one-month Alaska fishing season run as high as \$10 million. The city harbormaster estimates that commercial boat owners in the Monterey Marina earn \$5 million to \$7 million annually from the Monterey Bay fish harvest.

The high demand for berthing space in the Monterey Marina and the increase in berthing fees has caused many commercial boat owners to seek other locations such as Moss Landing. The increase in pleasure boating and tourism has also caused problems around Wharf No. 2 for the unloading and transportation of fish catches.

Policy 17 Encourage and facilitate the preservation and growth of Monterey's fishing industry. (See the Harbor section of the Public Facilities Element.)

Program 17a: Provide adequate berthing in the Monterey Harbor for fishing vessels at prices competitive with other areas.

Program 17b: Encourage development of adequate facilities in the harbor area for unloading and transportation of fish.

Program 17c: Facilitate the rehabilitation of Wharf No. 2.

Program 17d: Provide areas within the city for fish processing and storage plants.

Program 17e: Provide areas for parking of trucks waiting to transport fish.

Program 17f: Provide space within the harbor area for a marine repair facility. The proposed facility on the landfill next to the Coast Guard Station would meet this need. (See also policies 32 & 33 in Urban Design Overview)

Program 17g: Provide areas for fish net mending.

h. Employment

Government is the largest employer in Monterey, accounting for over one-third of total employment. Military personnel, together with civilian employees at military installations, contribute the

largest portion of government employment.

Services and retail trade are the next two largest employers, due to the large contribution of visitor spending. Retail trade is projected to have the largest increase in employment by the year 2000, due primarily to the projected growth in hotel and motel rooms and related commercial enterprises downtown and at Cannery Row.

Policy 18 **Encourage economic growth which provides jobs for local residents and helps reduce unemployment.**

Program 18a: Encourage local business associations, unions, and educational institutions to develop job training programs for all ages geared to Monterey Peninsula jobs.

i. Auto Sales and Repair

The relocation of automobile dealers from the city continues to affect taxable sales. In 1970, sales tax revenue to the city from auto dealers and auto supplies was \$240,000, or 26% of total revenue. In 1980, the revenue had dropped to \$230,000, or 9% of the total.

When the next stretch of Del Monte Avenue is widened between Camino El Estero and the Naval Postgraduate School, many remaining auto-related businesses may have to move. The city should encourage these businesses to relocate to other commercially zoned areas of the city. Some auto repair facilities, should be retained in the city to provide convenient service to city residents.

Policy 19 **Encourage the retention of auto sales and repair businesses within the city.**

Program 19a: Encourage auto sales and repair facilities through area plans and zoning.

Program 19b: Study the feasibility of another auto center on the Peninsula located in the City of Monterey.

j. Military

Military activities have long been a dominant force in the economy of Monterey. Fort Ord, for example, is a major employer of Peninsula and Monterey residents. There are approximately 11,000 personnel assigned or attached to the 7th Infantry Division. If military dependents and civilian employees are considered, over 30,000 Peninsula residents are supported by Fort Ord. This translates into an annual military payroll of \$219 million and a civilian payroll of \$64 million.

TABLE 8
Military-Related Payroll (1980)

Fort Ord Military Residing in Monterey	600
Fort Ord Civilian Employees Residing in Monterey	1,000
Monterey Installation* Employees Residing in Monterey (out of a total of 6,390)	5,400
TOTAL MILITARY-RELATED PERSONNEL RESIDING IN MONTEREY	7,000
Estimated Average Annual Income**	\$14,000
Total Payroll for Monterey Residents	\$100 Million
Fort Ord Military Payroll	\$219 Million
Fort Ord Civilian Payroll	\$ 64 Million
	\$283 Million
Monterey Installation Payroll***	\$90 Million
TOTAL MILITARY-RELATED PAYROLL	\$373 Million
Peninsula Payroll (excluding Monterey Residents)	\$273 Million

*Primarily Defense Language Institute (Presidio) and Naval Postgraduate School.

**Fort Ord average income is \$10,934. Off-base personnel average higher incomes. Civilian employees average substantially higher income.

***Estimated at 6,390 employees times \$14,000 average income.

SOURCE: Recht Hausrath & Associates

In 1980, total military-related jobs within the City of Monterey were 4,040 military and 2,350 civilian.

Because increases or decreases in military activities are determined by Washington policy choices, it is difficult to forecast any change in the level of activities. If the military is operating at the present level in the year 2000, it will probably constitute a substantially smaller percentage of economic activity because of projected growth in the visitor and retail sectors.

Policy 20 **Recognize the importance of the military and their dependents to the economy of the City of Monterey and the Peninsula.**

Program 20a: Promote frequent meetings with the commanders of local military installations and their staffs on issues of mutual concern (e.g., housing, facilities planning, and construction projects).

Program 20b: Encourage cooperative planning, development and joint use of city and military recreational and other appropriate facilities.

k. Housing and Employment Balance

In 1980, the Monterey Peninsula Water Management District projected that approximately 6100 additional dwellings would be developed in the City of Monterey by the year 2000. Approximately 2300 would be within the existing city limits and 3800 would be in areas to be annexed. In 1980, the city had approximately 12,000 dwellings. The problems now faced by the housing industry and the initiative election overturning the Monterey II Plan suggest that this projected increase is probably an upper limit.

It is impractical to focus on only a portion of the Monterey Peninsula when considering housing. As the employment center of the Peninsula, the City of Monterey does not presently provide housing for all employees that work in the city, nor can it be expected to do so in the future. Future housing may also be located in Seaside, Marina, or even the Salinas area. However, some of the housing demand generated by employment in these nearby cities will continue to be met in Monterey.

Please see the Housing element for a more complete list of city housing policies and programs.

Policy 21 Encourage the development of additional housing to support the city's role as the employment center for the Peninsula.

Program 21a: Provide adequate sites for a wide range of housing types and prices through General Plan recommended land uses, area plans, and zoning.

Program 21b: Monitor the relationship between housing and employment in Monterey, the rest of the Peninsula, and Salinas.

l. Fiscal

Every community must provide necessary public services such as police and fire protection. Many other services, such as recreation programs and libraries, are key elements in the quality of life in the community. The ability of a city to provide services responsive to the needs of its citizens depends on a sound tax base.

The City of Monterey is fortunate in that it has a strong tax base at a time when the majority of cities are struggling with significantly reduced services.

Policy 22 The citizens of Monterey, the City Council and the Planning Commission should have information regarding the fiscal consequences of land use decisions before them.

Program 22a: More information should be developed as to the cost to the city of supply-

ing city services to new development.

Program 22b: A city fiscal report should be prepared for development proposals with significant potential impacts.

Policy 23 The city should adopt land use policies which will result in a healthy tax base, and are consistent with the city's capability to supply adequate services, protect the environment, and continue the quality of life.

Program 23a: Provide adequate sites for activities which will generate significant positive fiscal impacts through General Plan recommended land uses, area plans, and zoning.

Social

G.

Social

1. INTRODUCTION
2. PURPOSE
3. POPULATION TRENDS (1970-1980)
4. SOCIAL NEEDS
5. SOCIAL GOALS
6. POLICIES AND PROGRAMS

1.

INTRODUCTION

In 1973, the League of California Cities adopted a policy urging cities to exercise their social responsibilities. The League also recommended that a Social element be included in each city's General Plan as a step toward meeting these responsibilities.

How does social planning fit into overall city planning? Many aspects of what is generally considered physical planning have social implications. For example, city policies which increase the cost of housing have adverse impacts on low and moderate-income groups. The provision of parks and library services is also as much a part of social services as are drug rehabilitation programs and day care services for working mothers.

Social services include services related to: health, education, recreation, leisure, transportation, housing, and employment. Social services are also often described in terms of client groups: youth, handicapped, elderly, and minorities.

Social service programs are funded and administered at a number of levels, both public and private. Until recently, the role of cities in providing or planning for social services has been limited to libraries, police, fire and emergency services, and recreation programs. Funding for most other social service programs has gone directly from the federal or state government to county or non-profit social service agencies.

In the past decade, this situation has changed somewhat, particularly since the introduction of federal revenue sharing. Under this program, a portion of tax revenues is returned to local governments to be used for programs at their discretion. A portion of these funds is granted each year to local social service agencies by city councils.

2. PURPOSE

The purposes of this Social element are threefold:

- a. Define the roles of the City of Monterey in planning for and providing social services.
- b. Provide policies and programs addressing social service issues to guide decision-making by the city council, city commissions and other organizations.
- c. Provide a social service perspective from which to view other aspects of planning and community development, such as land use, housing and economic development.

3. POPULATION TRENDS — 1970-1980

The 1980 Federal Census gives us a good indication of the makeup of our population and housing stock. We can also see changes that have been taking place during the ten-year period between censuses. Some of these changes reflect national trends, such as the increase in percentage of divorced adults, while others are more unique to the city or the Peninsula.

- a. **Growth**
The population of the city has grown only about 5% from 1970 to 1980, or from 26,302 to 27,558. During the same ten-year period, the county and the state experienced population increases of 17% and 18%, respectively.

Housing growth has increased at a greater rate than population growth, reflecting the national trend toward fewer people per household. The number of housing units in the city increased by 28% from 1970 to 1980. Housing units increased by 37% in the county and 33% in the state over this period.

- b. **Race**
The racial composition of the population has changed very little over the last 10 years. In 1970, 93% of the city's residents classified themselves as white; and 88% were in the same category in 1980. The second largest racial group is blacks, which increased from 2% to 3% of the city population over this period. The next largest racial group is Japanese, which has remained constant at 2%.

- c. **Sex**
In 1970, males in the city had a slight majority with 52% of the population. By 1980, they were overtaken by females and now comprise 49%. In the county as a whole, males are still in the majority, with 51% of the population.

- d. **Age**
The median age has increased over the last 10 years, with the median in the city increasing from 25 to 29 for males, and 20 to 31 for females. The median age in the county is now 28. The school-age population in the city has dropped from 24% in 1970 to 14% in 1980. As a result of this population shift, the school district closed two elementary schools and one day care facility in Monterey in 1982. The percentage of the population over 65 increased from 8% to 11% during 1970-80. The percentage of the population over 65 is now 9% in the county and 10% in the state.

- e. **Marital Status**
The percentage of all persons over 15 in the city that are single and have never married has increased slightly from 28 to 31 percent from 1970 to 1980. The percentage married and living together has dropped from 59 to 50 percent. The percentage divorced and not remarried has doubled from 5 to 10 percent.

4. SOCIAL NEEDS

During the last of 1977 and early in 1978, the City of Monterey conducted a social needs assessment study. Monterey residents, local social service agencies and community leaders were asked what they believed to be the most important social needs of the community. A general pattern of social concerns emerged from the multitude of specific needs expressed by the individuals and agencies that participated in this study. These concerns are summarized into the twelve general needs statements listed below.

SUMMARY OF CITY SOCIAL NEEDS

a. Housing

Probably the greatest concern in the community, as reflected in community leader interviews as well as public hearings, is the need for affordable housing for low and moderate-income families and persons.

b. Children

There is widespread concern regarding the welfare of children. This is reflected in the responses regarding day care, child abuse prevention, and the availability of foster homes for the emergency placement of children.

c. Crime

There is concern over crime in the community and a general desire for more effective crime prevention programs. There is concern for the victims of crime, in general, whether the violence is committed by a stranger or by a family member such as the victim's spouse or parent.

d. Elderly

There is concern over the effect of the high cost of living on elderly residents. There is a general desire for programs that enable the elderly to maintain their independence and self-sufficiency for as long as possible.

e. Employment

There is widespread concern over the local economy, and a general belief that good jobs are hard to find. There is also a related concern about employment opportunities for groups such as women, minorities, youth, veterans and the handicapped.

f. Low-Income Persons

There is concern for the needs of low-income persons and families, especially in the areas of legal aid, housing, medical care and transportation.

g. Recreation

There is a perceived lack of things to do for young people, especially "problem youth" and older teenagers. There is an expressed desire for more outdoor recreational facilities, such as a public swimming pool, and areas near the

city which can be used for overnight camping by large groups.

h. Special Transportation

There is concern over the adequacy of public transportation services, especially for the elderly and the handicapped.

i. Troubled Youth

There is concern over the problems of juvenile delinquency and youth with personal or family problems. There is also a strong belief that in order to be most effective, programs for troubled youth should reach them at the pre-delinquent stage, before they become a police problem.

5. SOCIAL GOALS

The following social goals are based on the general needs statements in Section 4.

a. Employment

Adequate and equal opportunity for employment for all Monterey residents.

b. Family Maintenance

The maintenance of healthy and stable family units.

c. Health and Mental Health

High quality health and mental health care for all residents who need it, regardless of ability to pay.

d. Housing

A decent, safe and sanitary dwelling for all residents of the City of Monterey.

e. Information

The availability of information on human services to all residents.

f. Justice

A justice system which protects all residents equally, regardless of social or economic status.

g. Planning and Coordination
An effective and coordinated human service delivery system.

h. Public Safety
A safe and secure environment for all residents.

i. Recreation
Adequate recreational opportunities and facilities for residents of all ages and both sexes.

j. Senior Citizens
Adequate services and opportunities to meet the special needs of Monterey's elderly residents.

k. Transportation
Adequate and affordable public transportation for all residents.

l. Youth
A supportive community environment which is conducive to the development of Monterey's youth into productive, socially adjusted citizens.

6.

POLICIES AND PROGRAMS

The policies and programs in this element are an attempt to respond to the social needs and concerns identified in Section 4. Not all of these programs can be implemented at once, and not all of them can be carried out by the city alone. For this reason, private agencies and individuals as well as other governmental agencies figure prominently in the programs and responsibilities outlined here.

It is difficult to anticipate exactly what roles the city will assume in regard to changing social needs. These policies and programs should be viewed as a direction for the city for the next few years. They should be reviewed on an annual basis and updated as needed to reflect current city council policies.

a. Employment

Policy 1 Encourage equal employment opportunities for women, minorities, veterans and the handicapped.

Program 1a: Adopt an affirmative action plan to promote equal employment opportunities with the City of Monterey.

Program 1b: Provide publicity on city job openings to local women's organizations, veterans groups, sites where handicapped meet, etc.

Program 1c: Participate in federal and local job development programs and school district work experience programs when practical.

Policy 2 Encourage the development of vocational education and jobs counseling programs which are oriented toward local employment needs.

b. Family Maintenance

Policy 3 Encourage the development of low-cost supportive services such as family counseling and day care.

Program 3a: Encourage the availability of low-cost counseling services for families.

Program 3b: Encourage development of more private day-care homes for up to 6 children.

Program 3c: Develop city guidelines for appropriate locations for state-licensed day care facilities.

Policy 4 Encourage adequate emergency provisions for family crises, including emergency food and shelter.

c. Health and Mental Health

Policy 5 Encourage the Monterey County Health Department to provide adequate preventative health care and health and mental health education for all residents.

Policy 6 Encourage the availability of counseling services for all who need them, regardless of ability to pay.

Program 6a: Continue participation in Monterey Peninsula Youth Project Joint Powers Agency.

Program 6b: Encourage the county health department and local hospitals to provide low-cost counseling services to all residents.

Policy 7 Encourage planning and coordination of the health and mental health care system to insure efficient and effective service delivery.

Program 7a: Encourage coordination efforts in the health care field through the Mid-Coast Health Systems Agency and other appropriate agencies.

d. Housing

The city's social needs assessment identified affordable housing for low and moderate-income persons as the greatest social concern in the community. See the Housing element of the General Plan for a discussion of the issues, goals, policies, and programs relating to this critical area of concern.

e. Information

Policy 8 Provide accurate information on available social services in a manner which is easily accessible to all residents.

Program 8a: Update the Human Services Directory on a regular basis and make it available to the public.

Program 8b: Continue to provide information and referral services through the Monterey City Library.

Policy 9 Provide information and assistance to service providers and community groups to enable them to develop needed services.

Program 9a: Develop guidelines for locating social services facilities, particularly residential facilities, in the City of Monterey.

f. Justice

Policy 10 Encourage programs to inform residents of their legal rights and responsibilities.

Program 10a: Continue in-school law enforcement programs and lectures to community groups on topics such as drug abuse, crime prevention, and the rights of minors.

g. Planning and Coordination

Policy 11 Encourage coordination of public and private social service providers for maximum efficiency and effectiveness in delivery of services.

Program 11a: Evaluate coordination efforts of service providers who request city funds.

Program 11b: Advocate social services coordination efforts at the county level.

Policy 12 Conduct an ongoing assessment of community social needs and resources.

Program 12a: Continue to gather data on social needs and target groups; update the needs assessment on a periodic basis.

Policy 13 Encourage the integration of physical and social planning to insure that social issues are evaluated along with physical and environmental issues.

Program 13a: Develop a model for evaluating the potential social impact of physical development proposals.

h. Public Safety

Policy 14 Insure prompt and effective services for local emergencies.

Program 14a: Continue to provide high-quality fire, police, and emergency medical services.

Policy 15 Continue to develop emergency plans to respond to large-scale natural or man-made disasters, such as fires, earthquakes, floods or nuclear attack.

Program 15a: Continue emergency planning and preparation in cooperation with Monterey County, neighboring cities and other agencies.

Program 15b: Develop community shelter and emergency relocation plans.

Policy 16 Encourage the development of community services, with an emphasis on crime prevention and supportive services for the victims of crime.

Program 16a: Continue and expand the city's crime prevention program.

Program 16b: Cooperate with service clubs and other community groups in crime prevention efforts.

Program 16c: Encourage the development of supportive services for victims of crime, (e.g., the Rape Crisis Center, Women Against Domestic Violence, Volunteers in Action).

Policy 17 Encourage the use of diversion programs and alternatives to detention for youthful offenders.

Program 17a: Utilize and support the services provided by Monterey Peninsula Youth Project and others.

i. Recreation

Policy 18 Special consideration should be given to the recreational needs of the handicapped.

Program 18a: Continue to provide programs for the handicapped and adapt existing programs to the needs of the handicapped whenever possible.

j. Senior Citizens

Policy 19 Encourage the continuance of existing programs and the development of new programs that meet the basic needs of elderly residents on fixed incomes, (e.g., food, transportation, recreation, and housing).

Policy 20 Encourage the development of opportunities for retired persons to supplement their fixed incomes through part-time work.

Program 20a: Participate in job development programs for senior citizens in cooperation with agencies such as the Alliance on Aging.

k. Youth

Policy 21 Encourage public and private agencies to provide recreational opportunities that enable young people to make constructive use of their leisure time.

Policy 22 Support counseling services for youth and early intervention for pre-delinquent youth to lessen alienation and potential delinquent behavior.

Program 22a: Continue to support the counseling and other youth services of the Monterey Peninsula Youth Project Joint Powers Agency.

l. Transportation

Policy 23 Support transportation services for persons with special needs (e.g., elderly, youth, handicapped, and low income).

Program 23a: Continue to support the specialized transportation program for the frail elderly and handicapped.

Policy 24 Encourage the coordination of services of all public and private transportation providers.

Transportation

H.

Transportation

1. INTRODUCTION
2. PURPOSE
3. GOALS
4. POLICIES AND PROGRAMS

1.

INTRODUCTION

The daily transportation of people and goods plays a vital part in sustaining the city's role as the business and commercial center of the Peninsula. The city has 25% of the Peninsula's population but 40% of the Peninsula's jobs. About half of the 24,000 people employed in the city are Monterey residents; the rest commute into Monterey daily from other cities on the Peninsula, North County or Salinas. And almost half of the wage earners who live in Monterey commute to jobs in other cities.

The City of Monterey also serves as a major visitor destination center on the Peninsula. The city has 60% of the Peninsula's hotel/motel rooms. In 1980, the Peninsula had an estimated 10 million visitor days. Most of these visitors spent some time in the City of Monterey. Approximately 90% of these visitors arrived by private automobile, creating stress for critical points of the local street system.

2.

PURPOSE

The purpose of this element is to describe the general location, levels of service, adequacy, and planned improvements of the existing and proposed transportation system. It will help provide a bridge between long-range planning for transportation service and the short and intermediate-range plans and capital improvement programs of state and local transportation providers.

It is vital that planning for transportation services and facilities be coordinated between public agencies and with private development plants. The General Plan should provide the long-range framework for both public and private development. The city's Capital Improvement Program translates the long-range policies and programs of the General Plan into one and five year public facility plans. Development of the Capital Improvement Program is coordinated with the expectations of other agencies and private developers.

The transportation services and facilities described in the element are: streets and highways; public transit; special transportation for the elderly and handicapped; rail transportation; air transportation; and bicycle and pedestrian routes.

3. GOALS

The following city goals should provide direction for the more specific policies, programs, and standards addressing city transportation issues:

- a. Provide a convenient, safe, and economical transportation system for the movement of people and goods.
- b. Provide the public with access to more than one mode of transportation.
- c. Increase transit ridership and decrease the use of the automobile.
- d. Provide for the special transportation needs of the frail elderly and handicapped.
- e. Provide for the more efficient use of existing transportation facilities as an alternative to constructing new facilities.
- f. Provide transportation services and facilities which minimize social, economic, and environmental disruptions and enhance the "quality of life".

4. POLICIES & PROGRAMS

City policies and programs for dealing with transportation issues are divided into the following categories: streets and highways; public transit; special transportation for the elderly and handicapped; rail transportation; air transportation; bicycle and pedestrian routes; air quality; and energy.

- a. **Streets and Highways**
(See also Urban Design Overview and Environmental Resource Management Element). An efficient and well-maintained street and highway system in Monterey is essential for: trips by Peninsula residents related to jobs, shopping, recreation, and personal needs; visitors seeking accommodations, recreation, and other facilities and services; and the movement of commercial goods and services.

The importance of Monterey's streets and highways is indicated by the fact that they cover 19% of the city's land area. They are second only to residential uses, which have 31% of the land.

Policy 1 Provide an efficient, well-maintained, and environmentally sound street and highway system.

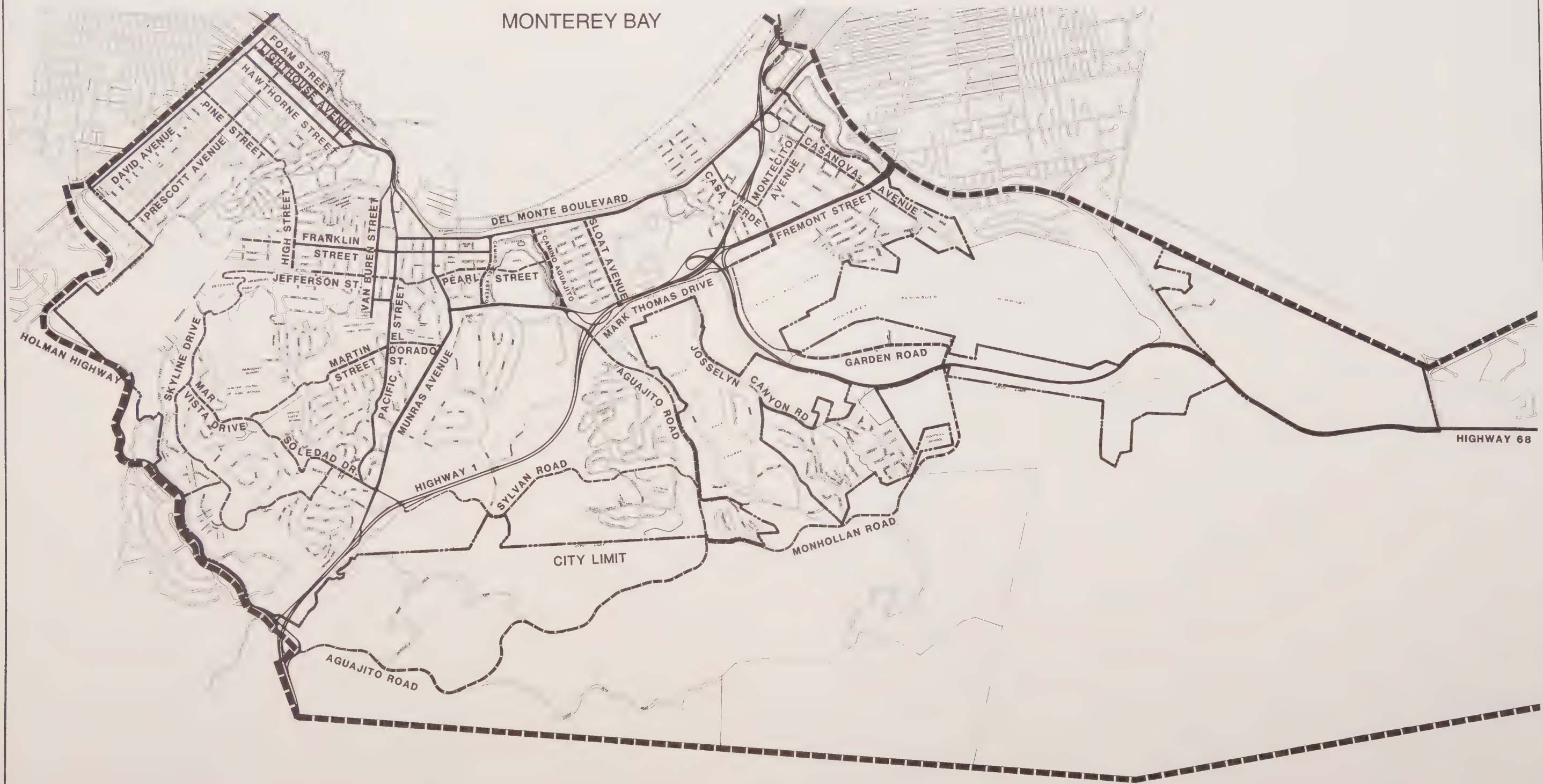
Program 1a: Use the city's Capital Improvement Program to implement the policies and programs in this element.

Program 1b: Recognize and maintain a street classification system which identifies the functions of streets and provides a basis for transportation planning.



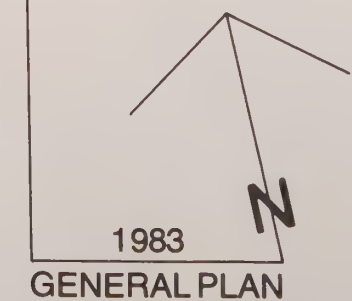
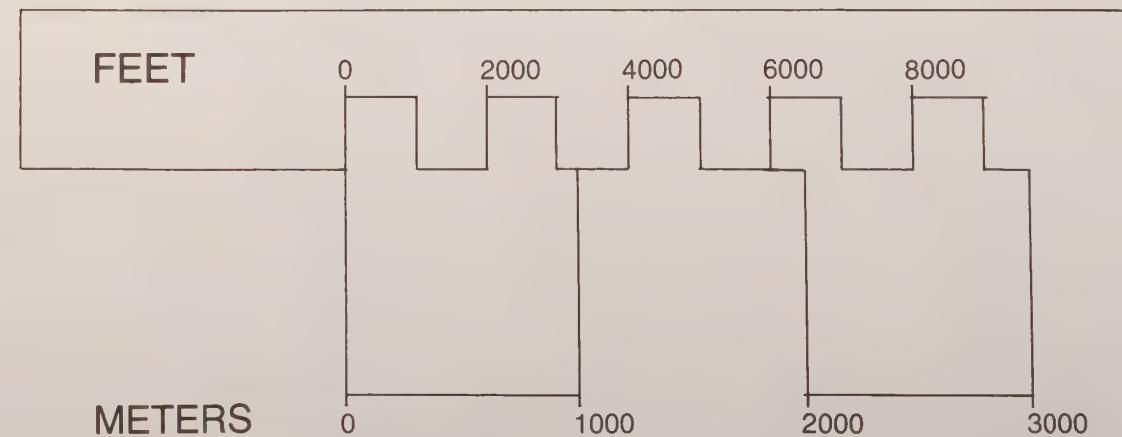
Streets and highways provide automobile and truck access throughout the community. Since they are not all intended for the same intensity of use, they are normally classified by function or purpose. **Freeways** are designed primarily for traffic passing through the city to other Peninsula locations. **Arterials** generally have the capacity to carry large volumes of traffic and are designed to connect or carry traffic across major areas of the city. **Collectors** carry medium volumes of traffic and link neighborhoods to arterials. **Local** streets are intended to serve only local travel and provide access within neighborhoods and direct access to residences.

Program 1c: Major street and highway improvements necessary to accommodate expected auto and transit use to the year 2000 are summarized on the table and map on the following pages.



LEGEND

- FREEWAYS — FOR THROUGH TRAFFIC
- ARTERIALS — FOR HIGH TRAFFIC VOLUMES PASSING ACROSS THE CITY
- COLLECTORS — FOR LINKING NEIGHBORHOODS TO ARTERIALS
- LOCALS — FOR ACCESS TO RESIDENCES AND WITHIN NEIGHBORHOODS



Street Classification System

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

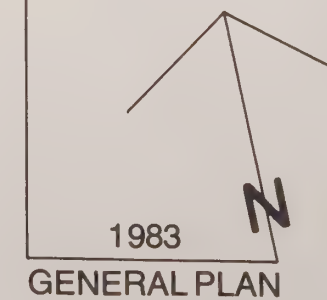
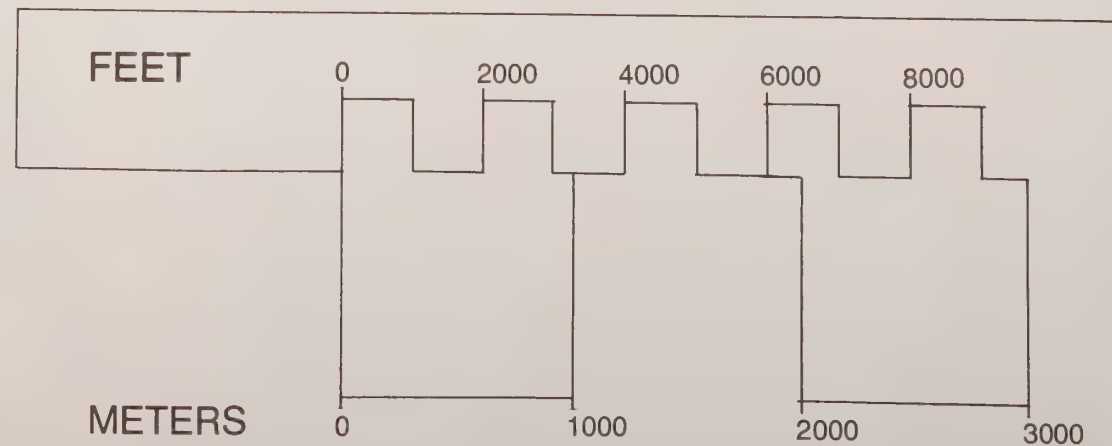
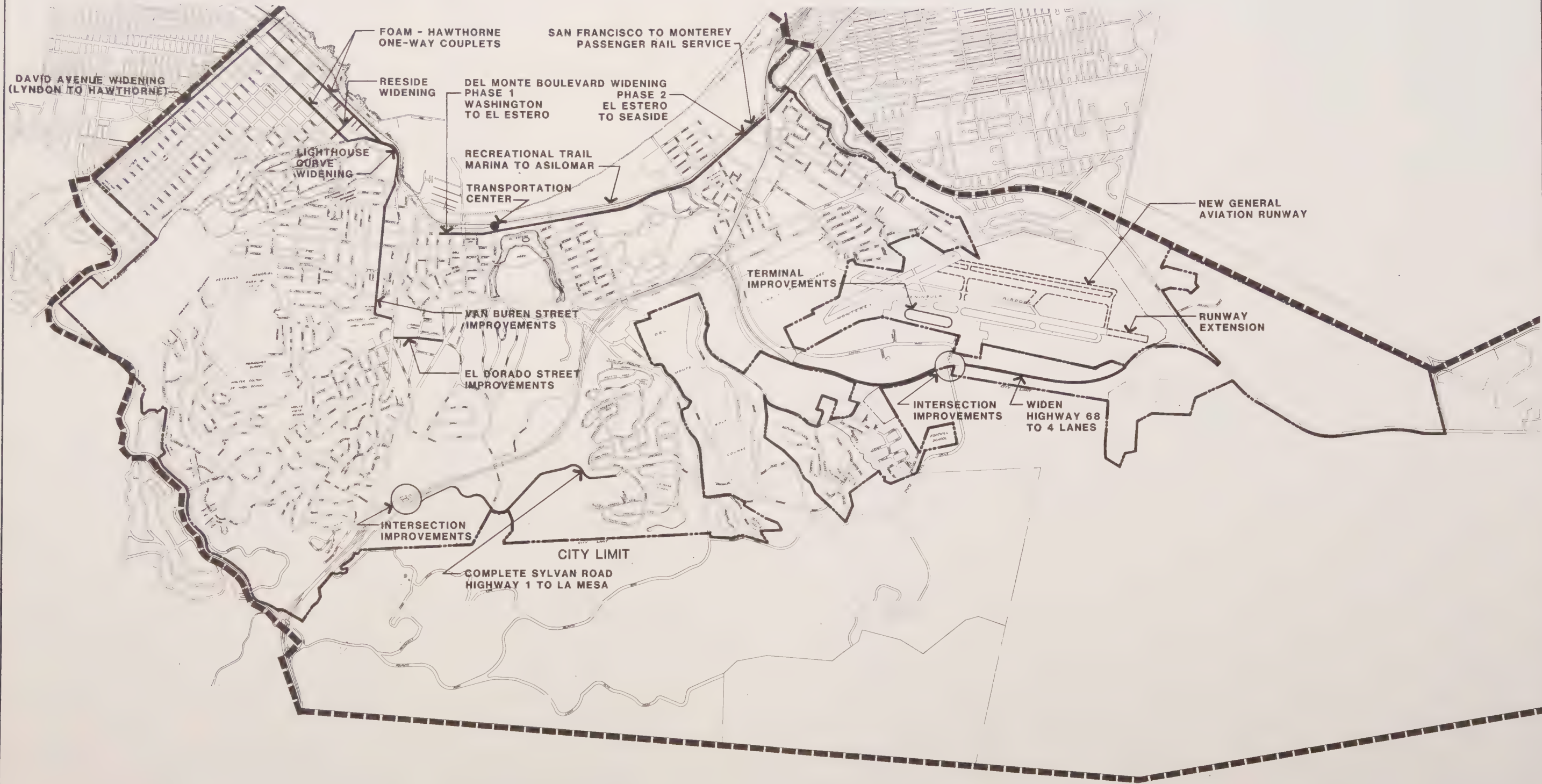
MAP NO. **15**



Major Street and Highway Improvements Proposed During 1984 to 2000

PROJECT	TIME FRAME	ESTIMATED (\$000.00)
1. Del Monte Avenue widening: Phase I: Washington to El Estero Phase II: El Estero to Seaside	completed 1983-2000	6,000 7,135
2. David Avenue widening: Lyndon to Hawthorne Foam to Cannery Row	completed 1983-84	700 110
3. Lighthouse Curve widening	1983-2000	3,300
4. Van Buren Street improvements	1983-2000	Unknown
5. Foam-Hawthorne Streets one-way couplet system	1983-2000	500
6. Reeside-Hawthorne-Lighthouse connection	1983-85	1,450
7. El Dorado Street improvements Pacific to Munras	1985-86	430
8. Transportation Center	1984-85	1,000
9. Southern Pacific right-of-way: Recreation Corridor-Depot to P.G. Transportation Corridor-Depot to Seaside	1984-85 1984-85	500 500
10. Soledad Drive-Highway 1 offramp	1984-85	510
11. Complete Sylvan Road: Highway 1 to La Mesa Village	1985-86	400
12. Highway 68-Olmsted Road intersection improvements	1983-2000	Unknown
13. Highway 68-widen to 4 lanes	1983-2000	16,000

1. **Del Monte Avenue widening:** Phase I construction started in 1982 and was completed the spring of 1983. The scheduling of the Phase II improvements from Camino El Estero to Seaside will be dependent on the availability of funding. A plan has been adopted for this widening project, and some of the needed right-of-way will be provided on the Southern Pacific Railroad property recently purchased by the city.
2. **David Avenue widening:** This arterial street is a major connector between areas of the city. It also carries traffic from Pacific Grove and Del Monte Forest going to Monterey destinations. Traffic growth will increase as further development takes place in those communities and as traffic on Holman Highway becomes more congested. It was recently widened from Lyndon to Hawthorne streets to provide parking lanes plus sidewalks on both sides. The section from Foam to Cannery Row streets will be improved as the Monterey Bay Aquarium is completed.
3. **Lighthouse Curve widening:** During peak hours this section of Lighthouse Avenue is congested and will become more so with the visitor commercial development planned for Cannery Row and downtown. It also serves Pacific Grove and Del Monte Forest motorists. The plan is to widen the street to seven lanes (four southbound and three northbound). The city should also continue to explore the alternative of connecting Van Buren and Hawthorne streets through the Presidio. (See also Policy 101 on page A-12.)
4. **Van Buren Street improvements:** This project is related to and would come after the Lighthouse Curve widening. The plan is to divert traffic coming southbound around Lighthouse Curve up to Van Buren Street. Van Buren would then become one-way south to Madison Street where it would tie back into Pacific Street. Pacific Street would then become one-way from Madison Street northbound to Lighthouse Curve. More study is needed on the actual location, design, and impacts of these proposed improvements before they are implemented.
5. **Foam and Hawthorne Streets:** These streets would become one-way couplets, with Foam becoming one-way northwestbound from Lighthouse Curve to David Avenue. Hawthorne would become one-way southeastbound from David Avenue to Lighthouse Curve.
6. **Reeside-Hawthorne-Lighthouse Connection:** These related projects will relieve congestion at Reeside and Lighthouse. Reeside Avenue is proposed to be widened from Foam to Hawthorne streets to add one travel lane. Hawthorne Street would be connected back to Lighthouse Avenue through the Presidio property adjacent to Private Bolio Road.
7. **El Dorado Street improvements:** Improvements to El Dorado Street between Pacific and Munras would provide an important link in developing an outer circulation loop around the downtown business district. The main emphasis here should be to improve the traffic flow. Eliminating on-street parking should be considered as a possible means of street widening to save the trees and block walls in this area.
8. **Transportation Center:** This proposed center in the downtown area will centralize and provide better connections between Greyhound, Monterey-Salinas Transit, tour buses, taxis, bicyclists, pedestrians, air service, and possible future rail service.
9. **Southern Pacific right-of-way:** Peninsula cities have recently acquired this right-of-way from Seaside to Lover's Point in Pacific Grove for public transit purposes. A bicycle and pedestrian trail, and possible recreational transit service, will be developed along this right-of-way. The right-of-way from Seaside to downtown Monterey will also be reserved for future passenger rail service between San Francisco and the Monterey Peninsula.
10. **Soledad Drive-Highway 1 offramp:** A new off-ramp is planned from Highway One to Soledad Drive. It will improve safety at this interchange and provide better service to the proposed Del Monte Center expansion and Old Capitol Site projects. Developers of these projects will share the cost of this new offramp.
11. **Sylvan Road connection:** This connection through the proposed Old Capitol Site and La Mesa Navy Housing would provide a somewhat curvilinear connection between the Highway One-Munras Avenue interchange and the Highway 68-Olmsted Road intersection. The Navy opposes this connection since it would promote through traffic in a residential neighborhood between residences and an elementary school. The city position has been that this connection should still be kept as a possible long-range alternative. It should be re-evaluated prior to construction of the last phase of the Old Capitol Site project.
12. **Highway 68-Olmsted Road:** A traffic signal is planned by the city for this intersection during the 1983-84 fiscal year. Other improvements will be dependent on the development of traffic along Highway 68.
13. **Highway 68:** To maintain a reasonable level of service without stop and go traffic, it is projected that Highway 68 will need to be widened to four lanes by the year 2000 just to serve the growth in through traffic between the Peninsula and Salinas. The timing of this improvement will depend on the pace of development adjacent to this roadway and the availability of financing from state, local and private sources.



Major Transportation Improvements Proposed During 1982 to 2000

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. **16**

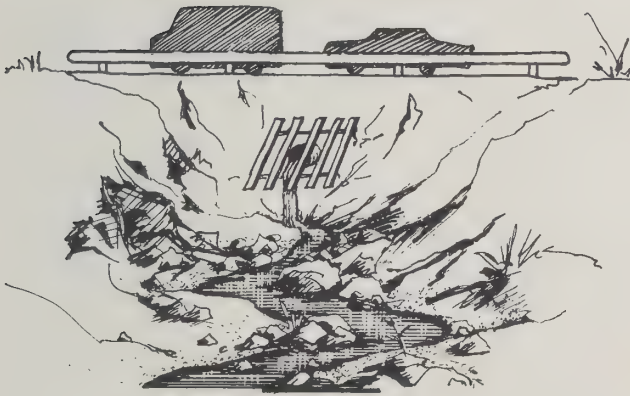
Policy 2 Alignments and capacities of arterials and collector streets shall be consistent and compatible with the land uses and densities in this General Plan.

Policy 3 The major entrances into the city should be developed and maintained as scenic, landscaped corridors.

Policy 4 The siting and development of new major roads should be sensitive to natural resources and scenic views.

Program 4a: Do not allow highway construction grading to take place outside the roadway right-of-way.

Program 4b: Consider using bridges rather than fill for crossing wooded canyons.



Program 4c: Where feasible, do not permit direct driveway access to scenic highways from individual properties.

Program 4d: Establish landscaped greenbelt areas along the borders of scenic highways.

Policy 5 Streets and highways in hillside areas (over 15% average slope) shall be designed according to the city's adopted hillside standards.

Policy 6 Route heavy commercial traffic away from neighborhoods.

Program 6a: Whenever feasible, route trucks and through traffic onto the freeway and arterial streets, even where such routing is not the shortest distance between two points.



ENCOURAGE BRIDGES AT CANYONS



DISCOURAGE ON-STREET TRUCK LOADING AND UNLOADING DURING PEAK TRAFFIC HOURS

Policy 7 Traffic on arterial and collector streets shall be monitored and studied on a regular basis to identify trends in use, traffic flow, and overall performance.



Policy 8 Expedite street improvements in high accident rate areas.

Policy 9 Continue to resurface streets and make other improvements on an annual and as needed basis.

Policy 10 Proposed and existing development shall not create traffic which will exceed acceptable levels of service on surrounding roadways.

Policy 11 Encourage proper regulation of speed limits on heavily traveled non-freeway roads.

Policy 12 On-street truck loading and unloading shall be discouraged during peak traffic flow hours.

Policy 13 Consider the needs of buses, bicycles, and pedestrians when planning for street and highway improvements.

Program 13a: Require that pedestrian ways be designed into parking lots of larger developments to enable pedestrians to get to their destinations in a safe manner.

Policy 14 Provide an adequate street system that is within the city's ability to finance and maintain.

Program 14a: Share the cost of new roads as equitably as possible among benefiting property owners and/or users.

Program 14b: Use all available public and private sources for the funding of street and highway improvements and maintenance.

- Policy 15** **Coordinate plans for the improvements of Highway 68 with the state and County of Monterey.**

b. Public Transit

In 1973, the Bay Rapid Transit Company ceased operation on the Monterey Peninsula and the service was taken over by a joint powers agency of Peninsula cities and Monterey County. The initial operation of the new transit agency, called Monterey Peninsula Transit, began with a fleet of six used buses. From 1976 to 1979, 26 new buses were purchased and put into operation, 11 of these with wheelchair lifts. During this same period, bus stop shelters were installed throughout the service area and a new maintenance and administrative facility was constructed in the City of Monterey.

MPT grew steadily, with monthly patronage reaching 250,00 by 1980, six times that of Bay Rapid Transit Company. By 1980, MPT also met its objective of providing service within one-quarter mile of 85% of the urbanized area's residents, employers, and businesses.

In 1981, Monterey Peninsula Transit merged with Salinas Transit to form Monterey-Salinas Transit. MST now has 52 buses, 32 of which are wheelchair lift equipped.

- Policy 1** **Emphasize alternatives to the auto — especially public transit, in planning and programming transportation system improvements.**

Program 1a: Support Monterey-Salinas Transit in programs that upgrade the level of transit service by providing, for example, shorter headways, express routes for work trips, subscription bus service, and park and ride facilities.

Program 1b: Reduce parking requirements for major residential, commercial, and industrial developments in exchange for public transit incentives (e.g., employer-subsidized monthly passes, bus turnouts, etc.).

Program 1c: Continue to provide efficient and reasonably priced public transportation to and from San Francisco airport and the Amtrak Station in Salinas.

Program 1d: Encourage Monterey-Salinas Transit to develop transit service designed to serve visitors during peak periods with, for example, special routes for historic and scenic sites, and for evening restaurant and entertainment centers.

Program 1e: Develop and promote the use of park and ride areas in large underutilized public and private parking lots, such as the downtown parking garages, city lots on Cannery Row, and at Del Monte Center.

- Policy 2** **Develop a transportation center in the downtown area to serve as a transfer point for local and regional transit buses, rail, taxi, air and other transportation modes.**

- Policy 3** **Provide bicycle parking at public transit pick-up points where feasible.**

- Policy 4** **Encourage car and van pool preferential parking areas in transit planning. Promote the use of car and van pools by local employers (see also Policy 3 on page B-26).**

Program 4a: Work with the County's Ridesharing Coordinator in promoting and publicizing the use of car and van pools. Consider the use of a computerized matching system.

- Policy 5** **Developers of major traffic-generating activities on existing bus transit routes should provide fixed transit facilities such as bus shelters and pullouts, consistent with anticipated demand. Developers of traffic-generating activities which are not on existing routes should provide pedestrian access to the nearest route.**

Program 5a: Incorporate transit shelters into new building designs where desirable and feasible.

- Policy 6** **Work with the visitor industry and other Peninsula cities in developing programs to increase the use of transit by visitors to the Monterey Peninsula.**

C. Special Transportation

The term "special transportation" is defined here as door-to-door transportation services provided to individuals who cannot use the fixed-route buses of Monterey-Salinas Transit. This service is limited to the frail elderly and handicapped.

The Special Transportation Service on the Monterey Peninsula began in January 1980 through contracts between the county and three taxicab companies. Eligible individuals received a courtesy card and bought books of taxi coupons at reduced rates (according to sliding-scale income guidelines). Service is now provided by contract with a non-profit agency which uses wheelchair-equipped vans.

This service is subsidized by the county, Peninsula cities, and state and federal grants. A major problem has been the escalating cost of this program. Approximately 175 Monterey residents are enrolled in the program.

Policy 1 Continue to support a cost-efficient, reliable door-to-door transportation service to frail elderly and handicapped persons on the Peninsula for whom the use of fixed-route public transit is difficult.

Program 1a: Recover at least 10% of the operating cost of the Special Transportation Service through fares.

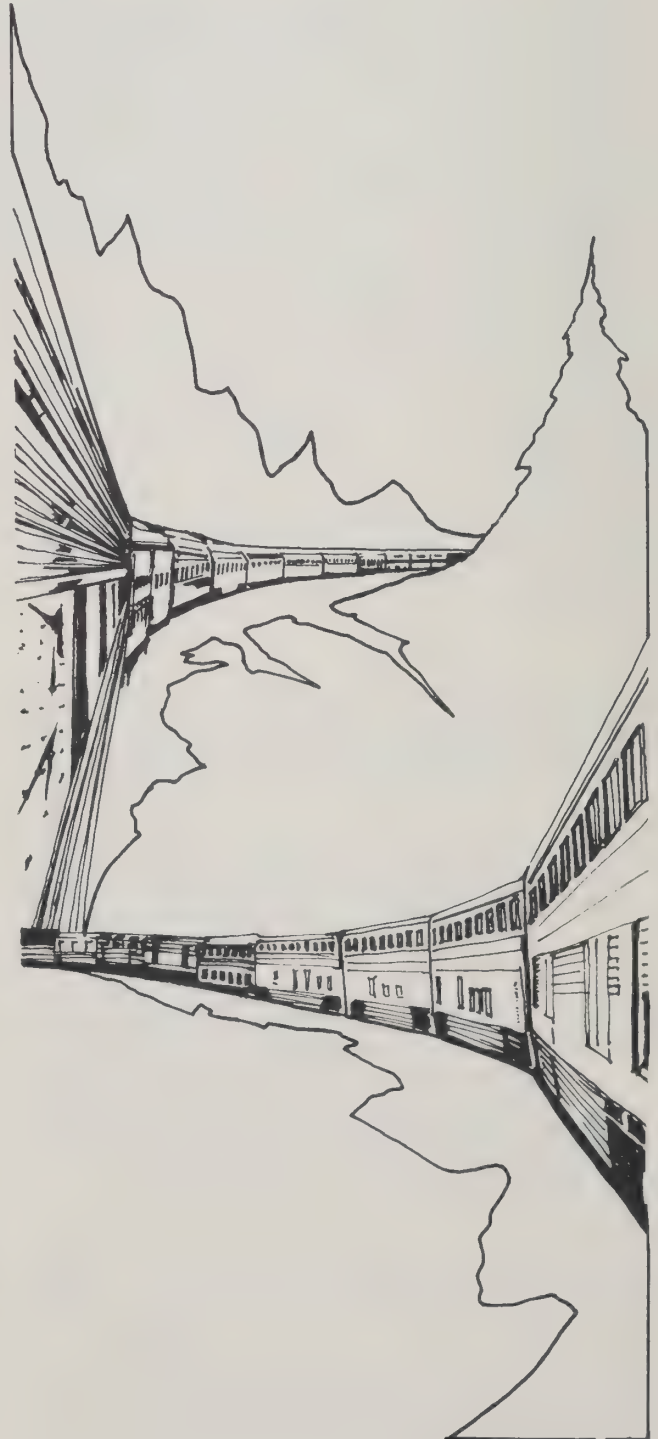
Policy 2 Promote the use of fixed-route Monterey-Salinas Transit buses where possible for registrants in the Special Transportation Service.

Policy 3 Encourage the coordination of services of all public and private transportation providers.

d. Rail Transportation

In 1880, the Southern Pacific Railroad completed its rail line to Monterey and began passenger service between the San Francisco Bay Area and the Monterey Peninsula. This service was provided until 1971, when it was discontinued due to declining ridership. During the 1970s, the effects of increased gasoline costs and the increase in numbers of visitors created a local drive for re-establishment of passenger rail service to San Francisco. A 1981 Study by Caltrans concluded that "passenger rail service between Monterey and San Francisco is feasible, if certain track improvements and construction of station facilities are undertaken, and the contracts with Southern Pacific can be renegotiated."

State legislators and Caltrans have been supportive of this effort. Grants from state gas tax money have been received to purchase portions of the railroad right-of-way. Caltrans has included funds in its 5-year Transportation Plan for this rail service. \$2.5 million was included in the fiscal 1982-83 state budget to attempt to initiate this passenger rail service by the summer of 1983. In the spring of 1983, however, the new governor and Caltrans director shifted priorities and deleted funding for this and other rail service from the state budget.



Policy 1 Continue to support efforts to provide passenger rail service between the Monterey Peninsula and San Francisco.

Policy 2 Develop a Transportation Center which will serve as passenger rail depot and transfer facility between rail service and other public transit.

e. Air Transportation

(See also the Aircraft Noise section in the Environmental Resource Management Element). Commercial and general aviation air service is provided to the Monterey Peninsula by the Monterey Peninsula Airport. The military also use this airport for transport purposes. The small air strip at Fort Ord (Fritzsche Field) serves only helicopter and small fixed-wing aircraft.

The Monterey Peninsula Airport is presently served by both large national airlines and smaller feeder airlines. Service is provided primarily to San Francisco, Los Angeles, Sacramento, and Santa Barbara, with occasional service to points in the Midwest.

Peak air passenger loads to the airport occur on Thursdays and Fridays; outbound trips peak on Sundays. Recent studies have indicated that approximately 6% of the air passenger trips to and from the airport are by visitors.

In 1980, the City of Monterey co-sponsored a study with the Monterey Peninsula Airport District and other surrounding cities on noise control and land use compatibility. Some of the policies and programs from that study which were adopted by the local agencies are as follows:

Policy 1 Develop a planning framework that achieves a balance between the community's need for air transportation service and new housing demand, and that also considers community safety and environmental needs.

Policy 2 Support limiting the number of small, private general aviation aircraft that are based at the airport to the existing number.

Since the noise from general aviation aircraft is a major complaint, and since the demand for permanent-base facilities is on the increase, largely from outside the county, it seems reasonable to limit the numbers of these aircraft based at our airport.

Policy 3 Encourage military aircraft operations to follow civilian aircraft operational procedures relating to curfews and noise abatement.

Policy 4 Support improvements and operational changes at the airport that promote safety and noise reduction.

A number of operational changes have been proposed at the airport to reduce noise levels over residential areas. One of these changes is to have more aircraft land and take off to the east. This, of course, just shifts the area of noise impact away from existing residential areas west of the airport to the area to the east along Highway 68 planned for future residences.

Program 4a: Support the construction of a new general aviation runway and the closing of the cross-runway only if additional studies indicate the noise impact will not be increased in existing residential neighborhoods.

Program 4b: Support extension of the main runway only after additional studies have been completed indicating the need for safety purposes.

A new general aviation runway is proposed north of the present main runway. This proposal may have both safety and noise reduction advantages. The flight path can be shifted away from the air carrier path and away from impacted residential neighborhoods. These flight path shifts, however, are dependent on the Airport Board and FAA adopting and enforcing the necessary regulations.

Policy 5 The city shall prohibit land use activities which interfere with the safe operation of aircraft using the airport.

Program 5a: Work with the Airport Land Use Commission, airport board, and surrounding cities in developing a comprehensive land use plan for the area surrounding the airport.

Policy 6 Airport Road should not be used as an access road for further development of the area at the northside of the airport. It should be used by the airport only as an emergency or service road.

Policy 7 Future accesses to Highway 68 or other roadways to serve further development on the airport should be based on the recommendations of traffic studies acceptable to the City of Monterey and other affected communities.



f. Bicycle and Pedestrian Routes

Policy 1 The city should develop and encourage the use of bicycle and pedestrian routes as alternatives to the automobile.

The city adopted a Bikeways Plan in 1974 and has constructed a number of the recommended bike routes since that time. A citywide system of bike routes connecting all major activity areas in the city has not been completed. In some cities, the bicycle has become a major alternative to the automobile for short trips. Being a major visitor destination point, Monterey has the potential for developing a useful system of scenic and enjoyable bicycle and pedestrian paths.

Program 1a: Give high priority in the city's Capital Improvement Program to implementation of a citywide bikeway system.

Program 1b: Design separated bikeway and pedestrian systems into all new roadways and major improvements of existing roadways where feasible, and in conformance with the city General Plan and area plans.

Policy 2 Provide bicycle and pedestrian paths in scenic areas.

Policy 3 Establish a citywide system of bikeways between major activity centers and points of destination, such as schools, libraries, parks, employment centers, and historical sites.

Policy 4 Where bike routes cannot be separated from streets, they should be located along streets with lower traffic volumes to minimize accidents and contact with auto exhaust fumes.

Policy 5 Public awareness of bicycling laws and the proper use of bikeways should be expressed through proper signing of the bikeway and bicycle safety programs.

Policy 6 A system of pedestrian and horse trails should be developed and implemented where appropriate.

Program 6a: Encourage the development of pedestrian and horse trails in hillside and other open space areas as part of the regional trail system, or as links between major greenbelt and recreation areas.

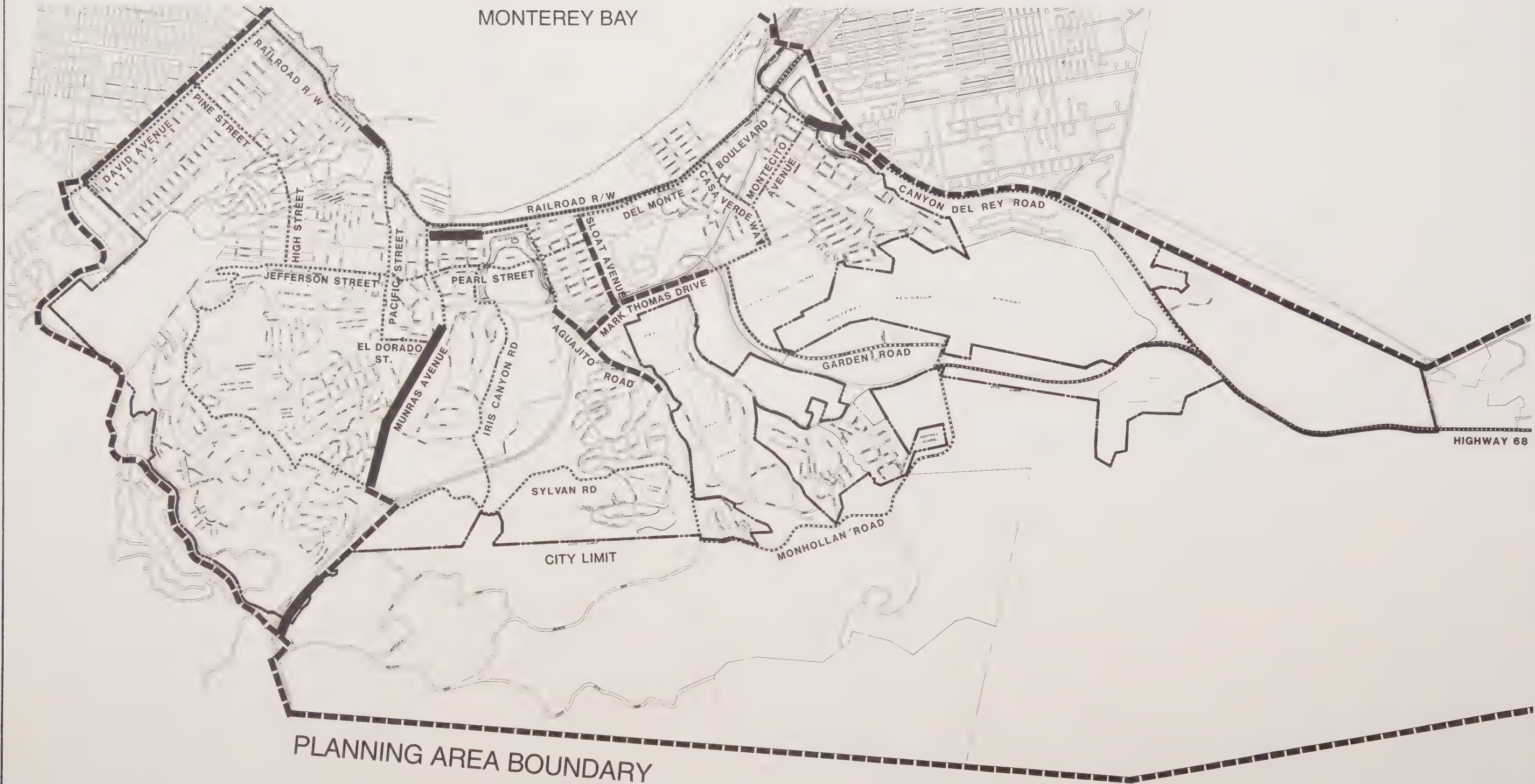


Policy 7 Encourage the development of pedestrian paths from residential areas into commercial, school and recreational areas.

Policy 8 Monterey, in cooperation with other Peninsula cities, should continue its efforts to develop a regional recreational trail for bicyclists and pedestrians.

Program 8a: Connect the regional recreational trail by branch trails to parks and greenbelts throughout the Peninsula.

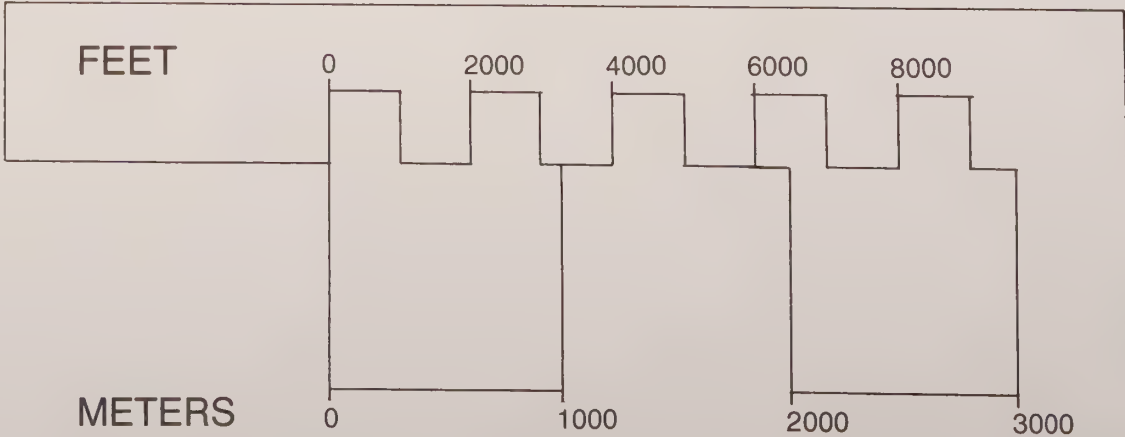
MONTEREY BAY



HIGHWAY 68

LEGEND

- EXISTING BIKEWAYS**
- SIGNED AND SEPARATED
 - SIGNED AND/OR STRIPED
- PROPOSED BIKEWAYS**
- SIGNED AND SEPARATED
 - SIGNED AND/OR STRIPED



1983
GENERAL PLAN

Bikeway Development Plan (Preliminary)

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. **17**

Land Use

I.

Land Use

1. INTRODUCTION
2. EXISTING LAND USES
3. LAND USE AND ZONING
4. ZONING AND THE GENERAL PLAN
5. FUTURE POPULATION GROWTH ALTERNATIVES
6. LAND USE PLAN

1.

INTRODUCTION

This Land Use Element is primarily a summary of the land use implications of the goals, policies and programs in the other elements of the Monterey General Plan.

The main part of this Land Use Element is the Land Use Plan. This plan attempts to illustrate on a map of the city the land use implications of the recommendations in this and other elements of the General Plan. Because the Land Use Plan is a map, it cannot address urban design issues such as the height of buildings and general aesthetics. It also cannot address many social, economic, and public facilities issues. The policies and programs dealing with these important issues are found in the other elements of the General Plan.

2.

EXISTING LAND USES

The City of Monterey covers 8.4 square miles of land area, or 5,382 acres. Currently, approximately 811 acres (or 15% of land) is vacant.

Approximately 3.5 square miles of water area in Monterey Bay is also within the Monterey City limits.

a. Residential

The single largest land use category in the City of Monterey is residential. Residential uses cover 31% of land area in the city, or 1,678 acres.

Residential development within the city generally forms a continuous low-density pattern, with multiple-family units somewhat evenly distributed throughout most areas.

Single-family homes occupy the vast majority of residential land. They cover 74% of residential land and 17% of the total city land area.

Presently, 40% of the city is zoned for single-family homes. The seemingly wide variation between the single-family zoning (40%) and land use (17%) is due to the city's policy in the past of placing land for public facilities such as schools in single-family zones. This zoning, it was felt, was the most restrictive and required a zone change by the City Council before the land could be put to other uses.

In some areas of the city, such as Old Town, Del Monte Grove, Oak Grove, and New Monterey, areas of single family homes were zoned in the past for multiple-family dwellings. As a result, these areas have gradually changed their character over the years from predominantly single-family to multiple-family homes. In 1950, over 75% of the total housing units in the city were single-family. By 1980, this percentage had dropped to 47%.

b. Commercial

Commercial land uses cover 6% of the city's land area. This is about average for a city of Monterey's size. The main commercial areas are: The downtown area, focused around three block-long Alvarado Street; Del Monte regional shopping center; strip commercial development along Lighthouse Avenue, Del Monte Avenue, and Fremont Street; visitor commercial areas in downtown, Cannery Row, Fisherman's Wharf, and along Munras Avenue; and medical offices concentrated around the Pacific-Eldorado-Cass Street area.

C. Industrial

Only one-half of a percent of the city land area is devoted to industrial uses. In an attempt to broaden the city's economic base and provide an area for industrial development, a 300-acre area east of the city at the intersection of State Highways 68 and 218 (known as Ryan Ranch) was annexed in 1968. This area has now been zoned for light industrial and related uses.

d. Public/Semi-Public/Military

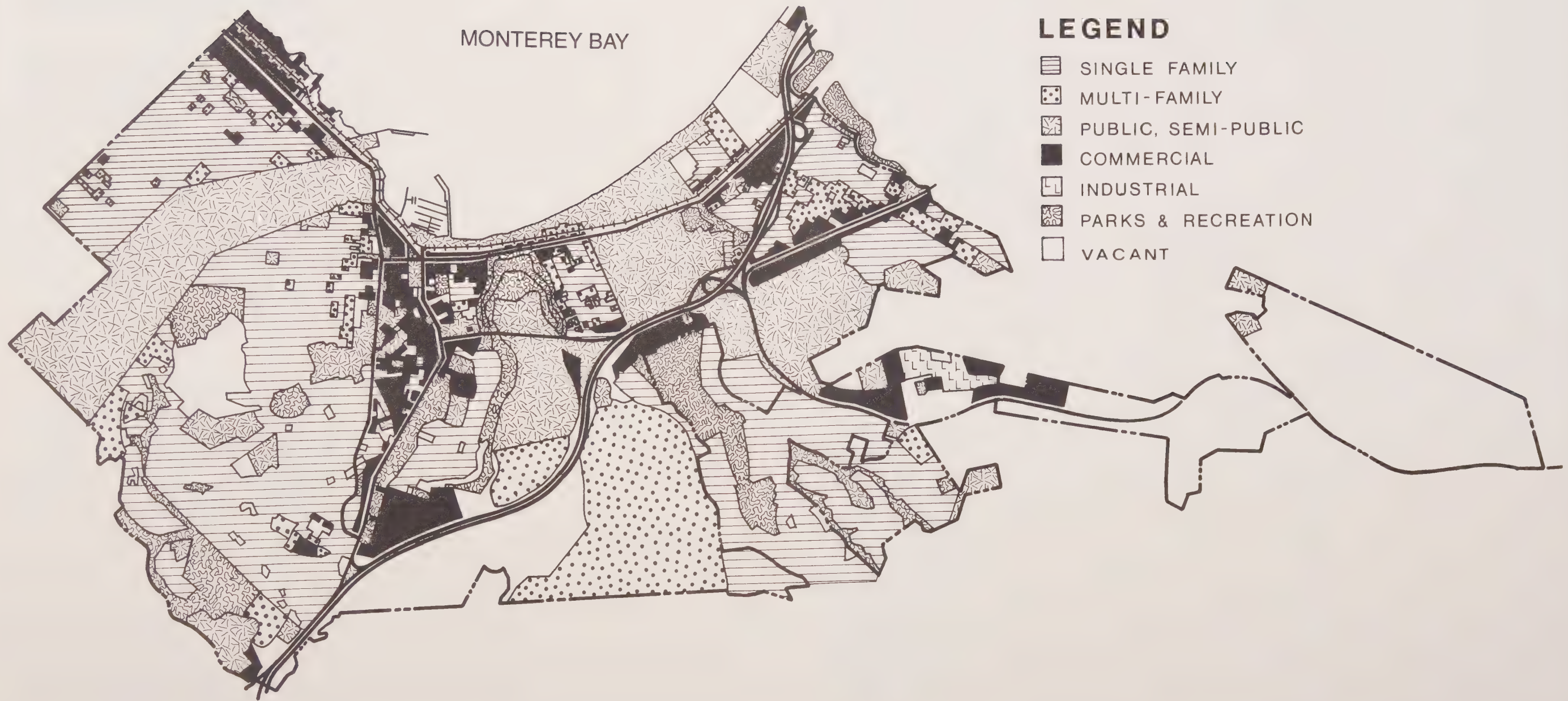
The military and other public facilities categories cover 46% of the city's land area. This is due in large part to the streets and highways and the school facilities of: the Defense Language Institute, Monterey Peninsula College, Santa Catalina School, Monterey Institute of International Studies, Naval Postgraduate School, and other public and private schools.

Land Use Inventory Summary May 1982

Area of City: 5,382 Acres
(8.41 Square Miles)

Land Use	Acres	Percentage
Residential	1,678	31.2%
Commercial	337	6.3
Industrial	26	0.5
Parks and Greenbelts	320	5.9
Military	719	13.3
Public/Semi Public	440	8.2
Railroad	28	0.5
Public Utilities	20	0.4
Streets and Highways	1,003	18.6
*Vacant	811	15.1
TOTAL	5,382	100%

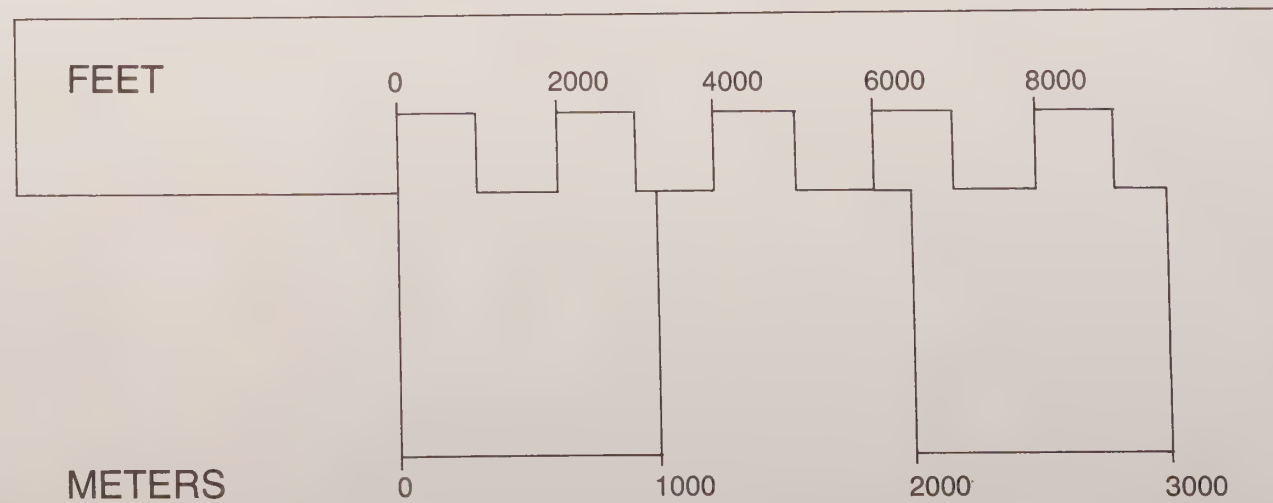
*This vacant category is made up of:		
Old Capitol Site		143 acres
Kramer Parcel		45
Ryan Ranch Annexation		524
Del Monte Beach		43
Other		56
TOTAL		811 acres



MONTEREY BAY

LEGEND

- SINGLE FAMILY
- MULTI-FAMILY
- PUBLIC, SEMI-PUBLIC
- COMMERCIAL
- INDUSTRIAL
- PARKS & RECREATION
- VACANT



Existing Land Use Map

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. 18

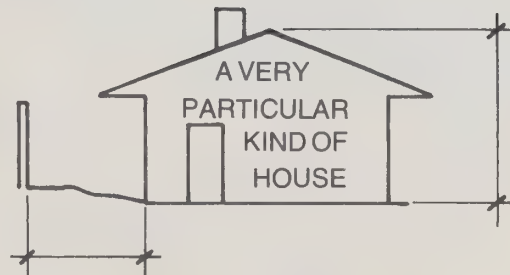
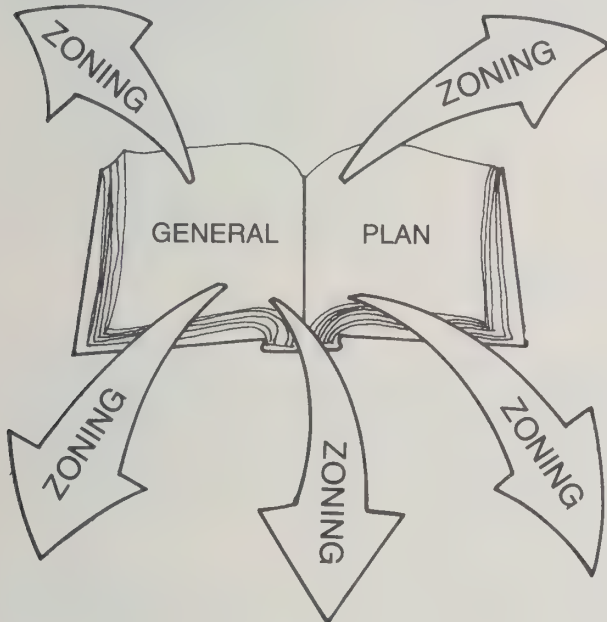
3.

LAND USE AND ZONING

There is a basic difference between the terms "land use" and "zoning". Land use simply defines how land is presently being used or proposed to be used. If a piece of land is described as having a residential land use, this means a residential building is occupying that parcel of land. Zoning is a legal and technical concept that was created in the early part of this century to help local government control and regulate the uses of land. A zoning district regulates the use of the land, the height and use of buildings, and other standards and regulations on how the land can be used.



LAND USE



ZONING

In 1970, the city was well on its way to adopting another major updating of the Master Plan. This effort was tabled, however, when the city had to switch its planning priorities and begin work on a Cannery Row area plan because development pressure began to mount in that area.

Until 1971, city general plans were regarded as advisory documents only. In the late 1960s and early 1970s there was a change in the philosophy and law regarding the role of the general plan in local decision making. In 1971, the California Legislature passed a law requiring zoning ordinances and subdivision approvals to be consistent with adopted general plans. This changed the nature of general plans from advisory to legally binding documents. The general plan now has priority over zoning in land use decisions. When a city adopts a new general plan, it must revise its zoning, if necessary, to make it consistent with the general plan.

A proposed private or public project must be found consistent with the recommendations of the general plan before it can be approved by the city. Consistency with the general plan under state law means that a proposed project must conform or agree with the goals, policies, objectives, land uses, and programs specified in the general plan.

4.

ZONING AND THE GENERAL PLAN

Confusion still exists in many minds as to the difference between a city general plan (or master plan) and zoning. Much of this confusion has arisen out of the fact that many cities adopted zoning ordinances before completing long-range plans for future development. Ideally, a city should complete its general plan and then adopt a zoning ordinance to implement its recommendations. The City of Monterey followed this ideal procedure. Monterey adopted its first major Zoning Ordinance in 1940, one year after approving its first long-range Master Plan. The next major Master Plan revision was in 1959. The Zoning Ordinance was also revised shortly thereafter.

Alternative 1-Infill Existing City

(31,600 PEOPLE)



INFILL EXISTING CITY VACANT PARCELS

EXISTING CITY POPULATION= 28,000 PEOPLE

ADDITIONAL 1,600 DWELLINGS= 3,600 PEOPLE



HIGHWAY 68—STUDY AREA

31,600 PEOPLE



5.

FUTURE POPULATION GROWTH ALTERNATIVES

There are numerous alternatives which can be considered by the city with regard to future population growth. Three of the more obvious alternatives are summarized below. They are discussed in more detail in the city's Growth Management Study Report, titled Managing Monterey's Growth, which was completed in 1977 after two years of study by a community advisory group.

The alternative chosen for this General Plan conforms most nearly to the projections for the existing city in **Alternative Number 2**, summarized on the map on the following page and below.

Alternative number 1 would be a severe growth control measure. It would only allow new residential development on the few vacant parcels left in the city. It would not, for example, allow older substandard single family houses to be torn down and replaced by higher density housing where permitted under existing zoning.



Alternative Number 3 would permit much more rapid residential growth in certain areas at densities approximately double that permitted under existing zoning.

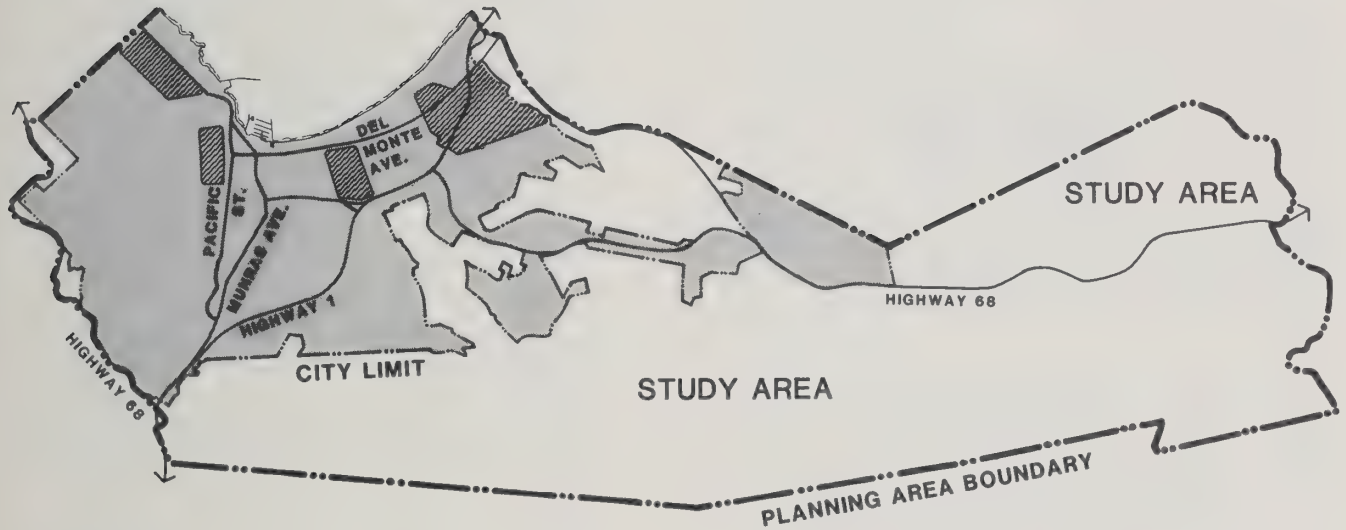
Higher densities can bring purchase or rental costs down, but also create substantial visual and service impacts (traffic, police, water, sewage, etc.) Development at these densities would not be in keeping with Monterey's one to three-story character in the residential neighborhoods.

The population projections used in **Alternative Number 2** and the elements in this General Plan are based on a future buildout resident population of 34,000 within the present city limits. This represents an increase of 21%, or 6,000 people, over the present city population of 28,000. This alternative does not project that our population will reach 34,000 by the year 2000. This is the number of residents that could be contained within the city, within any time frame date, under the following assumptions:




1. That vacant residentially zoned parcels in the city will be developed;
2. That areas with older single-family dwellings on land currently zoned for multiple-family dwellings will increase in density as the older dwellings are torn down or converted to multiple-family use. These areas are located in the following neighborhoods: New Monterey; Old Town; Oak Grove; and Del Monte Grove;
3. That any residential development approved in the Highway 68 area and annexed to the City of Monterey will be in addition to the projected 34,000 residents.

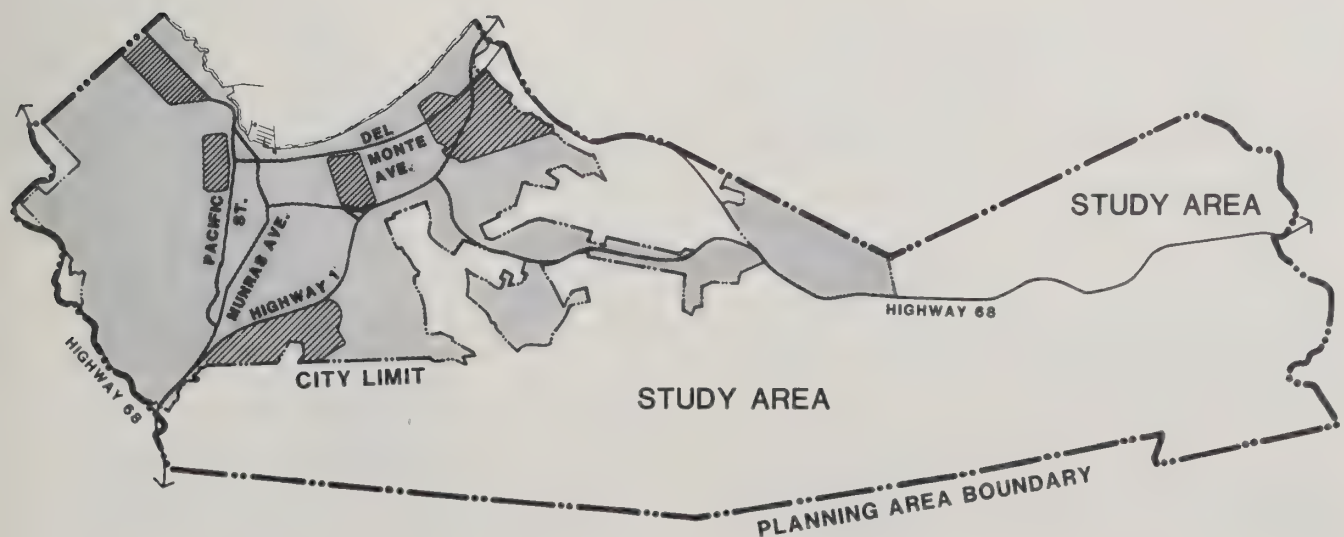
Alternative 2-Infill and Conversion to Zoning (33,900 PEOPLE)

	INFILL EXISTING CITY VACANT PARCELS =	31,600 PEOPLE
	CONVERSION OF OLDER SINGLE-FAMILY DWELLINGS TO MULTIPLE-FAMILY WHERE ALLOWED BY ZONING ADDITIONAL 1,000 DWELLINGS	2,300 PEOPLE
		<hr/> 33,900



Alternative 3-Infill and Double Zoning Density (41,600 PEOPLE)

	INFILL EXISTING CITY VACANT PARCELS =	31,600 PEOPLE
	DOUBLE ALLOWED RESIDENTIAL ZONING DENSITY IN APPROPRIATE AREAS ADDITIONAL 4,400 DWELLINGS =	10,000 PEOPLE
	HIGHWAY 68—STUDY AREA	<hr/> 41,600





VERY-LOW-DENSITY RESIDENTIAL



LOW-DENSITY RESIDENTIAL

6. LAND USE PLAN

a. Purpose

The Land Use Plan in this element serves a number of purposes:

1. A summary of all the mappable policies and programs in the other elements of the General Plan.
2. A general guide for preparing more detailed plans for specific areas or neighborhoods of the city.
3. A general guide for the zoning and development of individual parcels of land in the city where there are no adopted area plans.

Since this Land Use Plan serves as a summary, questions related to specific subjects are dealt with in more detail in other elements of the General Plan. Policies and programs related to commercial development, for example, are discussed in more detail in the Economic Element.

The Land Use Plan is not a best guess as to what the community will look like 20 years from now. It is a representation of what the community could look like with a continuation of present local and regional policies. We can't determine at this point what the policies of the City Council will be in the future. We can only estimate what the probable land use impacts will be if present policies continue.

As the policies of the City Council change, the General Plan should be revised to insure that it reflects the current attitude on the future development of the community.

b. Land Use Categories

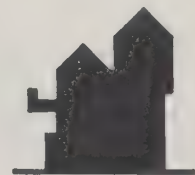
The Land Use Plan is divided into five land use categories: residential; public/semi-public; parks, recreation, and open space; industrial; and commercial. The plan also indicates the location of park sites, public schools, and hospitals. The city road classification system from the Transportation Element is also indicated on the plan.

1. Residential. The Residential category is further divided into the following three sub-categories:

a. Very-Low-Density Residential. This category applies to single-family residential areas where the average density is less than two dwellings per acre. There are only two small areas within the city limits that fall into this category. One is in the Alta Mesa area and the other is along Aguijito Road, east of the Navy housing. Other Very-Low-Density areas outside the city limits but within the planning area are the Aguijito Area, Laguna Seca Estates, and Hidden Hills.

b. Low Density Residential. This category applies to single-family residential areas where the average density is between two to eight dwellings per acre. This category includes all single-family homes other than the few in the Very-Low-Density Category.

c. Medium-Density Residential. This category applies to multiple-family residential areas where the average density is from eight to thirty dwellings per acre. Residential land uses in this category include duplexes, condominiums, and apartments. The city Zoning Ordinance allows a maximum of 29 dwelling units per acre in the highest-density residential zone. The Zoning Ordinance is therefore consistent with the maximum density recommended in the Land Use Plan.



MEDIUM-DENSITY RESIDENTIAL



PUBLIC/SEMI-PUBLIC



PARKS, RECREATION, AND OPEN SPACE



INDUSTRIAL



COMMERCIAL

2. **Public/Semi-Public.** This category applies to all publicly owned facilities and those private facilities operated to serve the general public except for parks and recreation facilities, which are a separate category. Included in this category are: public and private schools, military facilities, the airport, cemetery, large public parking facilities, hospitals and museums.
3. **Parks, Recreation, and Open Space.** This category applies to all parks and recreation facilities such as neighborhood, community and county parks; community center; and greenbelt and other open space areas.
4. **Industrial.** This category applies to existing and future industrial areas in the city. There are four areas in this category in the Land Use Plan. These are: the Garden Road industrial park (zoned industrial but developed primarily with commercial offices), the area along the north side of Highway 68 and south of the airport, the city's proposed industrial park adjacent to its corporation yard off of Highway 218, and the proposed private 235-acre Ryan Ranch industrial park at the intersection of highways 68 and 218.
5. **Commercial.** This category applies to all types of commercial areas: strip commercial such as along Fremont Street, shopping centers such as Del Monte Center, visitor commercial areas such as on Cannery Row, and business and professional office areas such as the Eldorado-Cass Street area.

C. Determining Zoning Consistency

The Land Use Plan in this element is consistent with the city's current Zoning Ordinance and adopted area plans. Since the purpose of the Land Use Plan is to give a city-wide overview of land use recommendations, it is more general in detail than the Zoning Ordinance and area plans. The Land Use Plan, for example, has one commercial category, whereas the Zoning Map has six commercial categories.

The level of detail in land use recommendations varies from the very general to the very specific in the following documents: General Plan Land Use Plan (very general); Area Plans (area specific); and Zoning Map (parcel and lot specific).

Because the Land Use Plan is very general, it is not meant to be used to determine the recommended land use for each lot or parcel of land in the city. It is meant to give general recommendations on land uses for neighborhoods or areas of the city and how these areas interrelate.

The city's area plans should be used to determine the recommended land use for a specific piece of property. For areas where the city doesn't have an adopted area plan, the zoning must be used in determining the allowed land use on a piece of property. Both the zoning and area plan designations, however, must be compared with the General Plan Land Use Plan to be sure they are still consistent.

d. Land Use Policies

The major land use policies indicated by the Land Use Plan are as follows:

1. The conversion to higher density of areas developed with single-family homes but zoned for multiple-family dwellings is permitted where consistent with other policies of the General Plan, adopted neighborhoods plans and the ability of the city to provide adequate public services and utilities. These general plans are:
 - a. upper New Monterey east of David Avenue and west of Irving Ave.
 - b. lower New Monterey between Hawthorne and Spencer streets
 - c. Old Town between Van Buren and Clay streets
 - d. most of Oak Grove
 - e. Del Monte Grove, east of Casa Verde Way

Further conversion from single-family to multiple-family development in New Monterey should be evaluated within the context of the very narrow, low-volume traffic capacity streets.

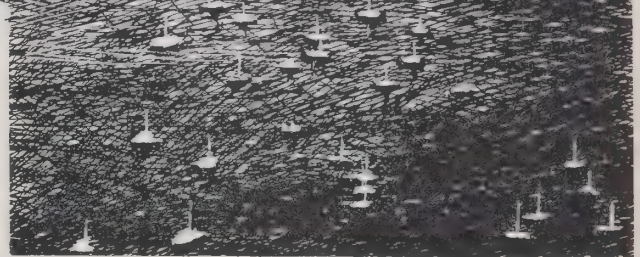
Further multiple family or cluster residential development not in the above category and on presently vacant land is recommended in the following areas:



- a. around the Soledad Drive Shopping area (multiple family).
- b. east of the Del Monte Beach tract (cluster residential).
- c. parts of the Old Capitol Site (cluster residential).

Further approvals of multiple family development in the Casanova Oak Knoll neighborhood should be based on an adopted neighborhood plan.

- 2. Existing single-family areas will continue to be the predominant land use in the city.
- 3. Major streets will be routed around residential neighborhoods to the extent possible to minimize the disruptive influences of auto traffic and noise.
- 4. Continued development of existing commercial areas is encouraged, with significant additional future commercial development recommended in the Cannery Row and downtown areas.
- 5. Future industrial development will be concentrated in the Garden Road and Ryan Ranch industrial parks.
- 6. Further development of the city's greenbelt and pedestrian pathway system is encouraged to separate and penetrate into neighborhoods, and to provide a link between park and recreational facilities.
- 7. The area along the north side of Del Monte Avenue between Camino El Estero and Camino Aguajito is recommended for eventual conversion to a greenbelt area which would extend the parklike character of El Estero out to re-establish its historic connection with the bay. This will provide visual, pedestrian, and vehicular access to Monterey's most scenic beach areas. Properties along Del Monte Avenue will have to be purchased by the city to implement

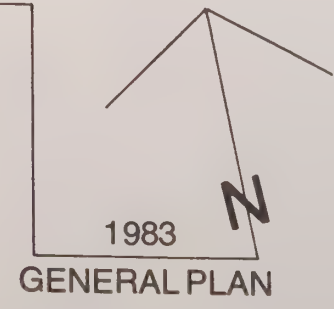
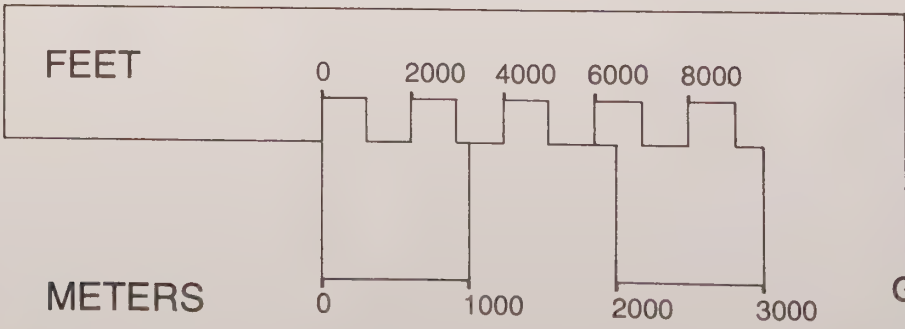


this recommendation. This recommendation was a major element of both the 1939 and 1959 Monterey General Plans.

- 8. Six major new or expanded park and recreation facilities are recommended for development:
 - a. continued development of Laguna Grande and Roberts Lake Regional Park
 - b. the proposed 75 to 100-acre community park on the Ryan Ranch
 - c. the state and city beach areas from the Holiday Inn to Wharf 2
 - d. a neighborhood park on the Old Capital Site
 - e. an expanded neighborhood park between the existing small park and Foothill School in the Fisherman's Flats Subdivision
 - f. development of the Old Quarry Site adjacent to Colton Junior High School as a park.
 - g. Potential joint development of public park and recreation facilities and uses should be explored with the fairgrounds (see Urban Design Element page A-12).
- 9. A regional recreational trail which will pass through the city from Seaside to Pacific Grove along the former Southern Pacific railroad right-of-way is recommended for development.
- 20. Transitional areas or zones should be considered between low and medium density residential areas.

LEGEND

- PARKS, RECREATION AND OPEN SPACE
- RESIDENTIAL-VERY LOW DENSITY
(LESS THAN 2 DWELLINGS / ACRE)
- RESIDENTIAL-LOW DENSITY
(2 TO 8 DWELLINGS / ACRE)
- RESIDENTIAL-MEDIUM DENSITY
(8 TO 30 DWELLINGS / ACRE)
- PUBLIC / SEMI-PUBLIC
- INDUSTRIAL
- COMMERCIAL
- SPECIAL STUDY
- FUTURE PARKS
- FREEWAYS
- ARTERIALS
- COLLECTOR
- RECREATIONAL TRAIL
- EXISTING PARKS
- ELEMENTARY SCHOOLS
- HOSPITALS



Land Use Plan

CITY OF
MONTEREY
CALIFORNIA

COMMUNITY
DEVELOPMENT
DEPARTMENT

MAP NO. 19

ENVIRONMENTAL IMPACT REPORT

IV.

ENVIRONMENTAL IMPACT REPORT

environmental impact report

The adoption of a city general plan is subject to environmental review under the California Environmental Quality Act (CEQA). This act requires that if any aspect of a proposed general plan may significantly affect the environment, an environmental impact report (EIR) must be prepared.

An EIR was prepared on this General Plan in accordance with state requirements, and analyzes the environmental effects that could result from implementation of the proposed General Plan.

A general plan and an EIR on a general plan are legally distinct documents. Yet they must address many of the same concerns, and the process for preparing them is similar.

Many of the requirements of an EIR have been incorporated in the process of preparing this General Plan. As a result, many of the proposed General Plan policies and programs represent mitigation measures to be potential adverse environmental impacts, and therefore are considered to be beneficial impacts.

The EIR is considered a part of this General Plan but is bound separately because of its length (33 pages).

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V.

BIBLIOGRAPHY

bibliography

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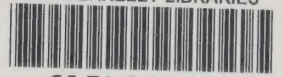
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